

# MANUFACTURERS' RECORD

A WEEKLY SOUTHERN INDUSTRIAL, RAILROAD AND FINANCIAL NEWSPAPER

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## Manufacturers' Record.

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### GORKYZIED SOCIOLOGIZERS.

Divers and sundry dilettantes of New York city, social-settlers, ethicists, democratizers of the world, educationists and sociologizers, hanging on to anything that may give them notoriety, dabbling with social dynamite, hysterically rivaling one another in rushing in where angels fear to tread, have, in the revelation of the nakedness of Gorkyism, been given a shock equaled only by that which has come to quite a number of enthusiastic Southerners as they have discovered the genius of Ogdenism. Really, to be consistent, the troop from New York to this year's Conference for Education in the South at Lexington ought to include Maxim Gorky. Some of his admirers in New York were guests of the Ogden train to Tuskegee.

### THE BIRMINGHAM DISTRICT.

The Tennessee Coal & Iron Railroad Co. has advanced the price of its steel rails to \$29 a ton, or one dollar a ton above the price at which the other steel-rail companies are selling. This advance is made on account of the favor with which the basic rail has been received by the railroads, the claim being made that the basic rail made by the Tennessee Company is superior to any other rail made in the country, and at this advanced price heavy orders are already being booked for 1907 delivery. It would be difficult to present a more striking illustration as a fulfillment of the predictions made many years ago by the MANUFACTURERS' RECORD, but discredited at the time by many critics, that the South would become a leader in the steel industry of the country. The success of the Tennessee Company in the rail business, as indicated by its

ability to secure this advance in price, marks one of the milestones in Southern progress. The new owners of the Tennessee and the Republic companies are prepared to spend a good many millions of dollars in the enlargement of their operations in Alabama. It can probably be safely stated that one of the first steps in this work will be to double the capacity of the steel works and to increase the output of rails to 2000 tons a day. In this connection it is quite possible that instead of building a new plant at Thomas, the location of the Republic's furnaces, it may be decided to carry the molten iron for the time being direct from the Republic furnaces to the Ensley steel plant of the Tennessee Company, about two or three miles distant. Large development work to increase the output of coal and ore and to improve the quality of coke, and in general to utilize every modern method for the betterment of the condition of the property, will be carried out.

The actual amount of investment in enlargement of operations has not yet probably been definitely decided, but it is quite certain that within the next year or two, and as rapidly as the work can be judiciously advanced, \$10,000,000 or \$15,000,000 of new money will go into the opening of new coal and ore

### GROWTH OF SOUTHERN RAILROADS.

Among the railroads of the South there is no dearth of fact to furnish evidence of the swift march of development in this section. This rapid progress is perhaps no more clearly indicated than it is by the work that is being done towards increasing the facilities of existing transportation lines. Only recently the Southern Railway let a contract for about \$5,000,000 worth of second-track work to relieve congestion on crowded divisions of its system, and now President Stevens of the Chesapeake & Ohio Railway has announced his intention to award contracts for about \$1,000,000 worth of second track in addition to the large amount previously awarded. Meanwhile the Southern continues its active efforts toward double-tracking the entire line from Washington to Atlanta, and the Norfolk & Western is still going ahead with second-track work on its main line. Furthermore, it is reported that the Southern Railway is preparing to double-track its line between Atlanta and Birmingham, Ala., at the same time revising portions of the route, this improvement to be provided for the better handling of the fast-growing traffic out of the Birmingham district.

There is scarcely a prominent rail-

Other evidence of the pressure of demands upon railroad facilities in the South is also to be found in the plans for new union stations at Birmingham, Ala.; New Orleans, Memphis, Little Rock, Ark., and other points, not to mention the great union station at Washington, D. C., that is now rapidly approaching completion. And while the pressure upon the passenger facilities of the railroads, as shown by these depot projects, is very great, the demand upon the freight capacity of the lines is even greater. At all important points there is either work under way or plans in preparation for the enlargement of freight terminals, for increasing warehouse capacity and in other ways for expediting the movement of freight traffic. The large railroad yard near Alexandria, Va., is another testimonial of the growth of business in the South. There will be classified and distributed the cars which go between the Northern and Eastern States and the States to the south of the Potomac. The large yards at Memphis, Tenn., constitute another great distributing point or freight-classification terminal. The New Orleans freight situation with respect to terminals on the water-front is constantly demanding attention, and plans for further enlargement of existing depots, warehouses, docks and wharves are in contemplation or preparation by more than one company whose lines enter that city. A similar state of affairs exists at Galveston. Further east at Mobile the enlargement of Gulf terminals is in prospect, and at Pensacola and Jacksonville other work is proposed or has been completed, as the case may be, for facilitating tidewater shipments. The plans of the Atlantic & Birmingham Railway to make a great port at Brunswick, Ga., must also not be overlooked; neither must the constant improvement that is being done in and around Norfolk, Portsmouth and Newport News. At Baltimore the Baltimore & Ohio Railroad will build another large pier at its Locust Point terminals, and the Western Maryland is also increasing its seaport facilities. All the companies whose lines enter Baltimore will also have accommodation in the great docks that are to be built by the city government. Yet these are not all of the tidewater improvements which are either under way or proposed in the South. Port Arthur, Texas; Gulfport, Miss.; Savannah, Ga.; Charleston, S. C., and, in fact, practically every port is demanding and securing enlargements of its freight-handling capacity.

The growth of business on the railroads is also shown by the revision of various lines for eliminating curves and grades so that their freight-train capacity can be materially enlarged not only for purposes of economy, but for facilitating the handling of business. The introduction of block-signaling systems and the use of telephone lines, in addition to telegraphs, for the purpose of increasing the train capacity of divisions that have become overcrowded, consti-

### SAN FRANCISCO—THE SOUTH'S CHANCE.

Out of its abundance and in the sympathy born of recent memories of Meridian, Baltimore, Jacksonville and Galveston, the South has the chance to render signal service in organizing prompt relief for the suffering that has been entailed upon the people of the metropolis of the Pacific Coast as a result of the San Francisco earthquake. Who acts immediately acts with double effect.

mines, the building of new furnaces, the enlargement of the present steel plant and the building of a new one, and no one who knows Mr. Gates' long experience in the steel-wire business will doubt that sooner or later this company will, under his direction, build a great wire-making plant. Not only Alabama, but the entire South will be benefited by the work of these companies. To every man interested in the best development of the Alabama district the complete change in the ownership of the Tennessee coal and iron industry is very gratifying. This is one of the greatest properties in the world, and only needs proper management and ample funds to justify this claim.

Advertisements of Southern localities offering special advantages for the location of manufacturing enterprises will be found on pages 66, 67 and 68.

In a letter to the MANUFACTURERS' RECORD Hon. Wm. C. Stubbs, 1033 Carondelet street, New Orleans, says:

The South is making wonderful strides, and your journal can rightfully claim "magna pars" of the credit for its redemption and progress. Louisiana is needing only laborers and homeseekers to fulfill the expectations of the most sanguine.

road in the South which is not building some second track, and on certain roads entire divisions have been made double lines. For instance, the Washington Southern and Richmond, Fredericksburg & Potomac route between Washington, D. C., and Richmond, Va., is now double-tracked, an improvement which was made necessary by the fact that this road is like a bottle neck through which all traffic between the North and the eastern part of the South must pass. Among other roads which are doing second-track work are the Atlantic Coast Line, the Illinois Central and the Queen & Crescent. A comparatively short section of the Baltimore & Ohio Railroad, known as the Metropolitan branch, and extending from Washington, D. C., to Point of Rocks, Md., but which is really the main line for passenger traffic, has been made double track recently, and the company also has other large improvement plans to be carried out, an issue of over \$27,000,000 of new stock for improvement purposes having just been decided upon. It may also be noted that the Washington, Baltimore & Annapolis Electric Railway, contract for which has just been awarded, will be double-tracked between Baltimore and Washington from the very beginning.

tute additional testimony of how railroad traffic is advancing even far beyond expectations throughout the South.

#### ANOTHER PANACEA.

It is important to this people to grapple with the problems connected with the amassing of enormous fortunes and the use of those fortunes, both corporate and individual, in business. We should discriminate in the sharpest way between fortunes well won and fortunes ill won; between those gained as an incident to performing great services to the community as a whole and those gained in evil fashion by keeping just within the limits of mere law-honesty. Of course, no amount of charity in spending such fortunes in any way compensates for misconduct in making them. As a matter of personal conviction, and without pretending to discuss the details or formulate the system, I feel that we shall ultimately have to consider the adoption of some such scheme as that of a progressive tax on all fortunes beyond a certain amount, either given in life or devised or bequeathed upon death to any individual—a tax so framed as to put it out of the power of the owner of one of these enormous fortunes to hand on more than a certain amount to any one individual; the tax, of course, to be imposed by the national and not the State government. Such taxation should, of course, be aimed merely at the inheritance or transmission in their entirety of those fortunes swollen beyond all healthy limits.—President Roosevelt on "The Man With the Muck Rake."

To be sure, to be sure. Thomas Jefferson had some notion of the kind in his campaign against primogeniture in Virginia. But universal happiness for the Old Dominion did not follow. The "have-nots," as well as the "haves," will probably find consolation in this latest-revived panacea, in spite of its preliminary warning against the mistake of attempting a line of cleavage between those who are well off and those who are less well off, instead of a line dividing good men from bad. But both classes, as soon as they begin to think, will find themselves floundering among a lot of words in search of a practical idea. They will be tripped at every turn by definitions. Who is to decide what fortunes are well won? The "have-nots"? Who is to decide what fortunes are ill won? The "haves"? At what point is the progressive tax on fortunes to begin? May there not be as much misconduct in accumulating a fortune of \$10,000 as in accumulating a fortune of \$10,000,000? Why, then, should the \$10,000,000 man be more limited than the \$10,000 man in the disposal of his fortune? Why should the national government, and not the State government, impose the tax, conceding that such a tax could be arranged with any degree of sanity and justice? Even with such a system devised, even with such an attempt to restrict the instinct of accumulation which has been a main spur for the progress of humanity, will not the men owning only \$100,000 believe that the men with \$1,000,000 should be victims of confiscatory mulcting and not they? Will not the men with only \$10,000 be even more intense against the men with \$100,000? And will not the men with nothing, by far the greater number, be ready to take, upon the slightest provocation, the throat of all the "haves," big and little, about them? As a matter of fact, this suggestion of discrimination between classes, this reference to "fortunes swollen beyond all healthy limits," however lofty its intent, can only result in exaggerating the difference between the "haves" and the "have-nots" to the encouragement of the latter in discontent. The only occasion where the cleavage between the sheep and the goats will be upon absolutely correct lines will be at the beginning of the millennium. That's a long way off, apparently. It can only be further postponed by efforts to hasten it by statutes.

Cultivation of opportunist theories about the cure of social ills can only add to the debris concealing the real cure, the holding by society, through its recognized agencies, of the individual, be he prince or be he pauper, to strict accountability for his wrongdoing. The curse of the day is the attempt to cure ills by legislating for their symptoms. Right and wrong no longer require definition. Not law-makers, but law-enforcers are needed. Let those men be punished who violate the laws in accumulating wealth, and no law will be needed to limit their use of the wealth.

#### KENTUCKIANS' HOMECOMING.

According to the 1900 census, of the 2,085,769 white persons in the United States natives of Kentucky, but 1,625,221 were living in that State. It is felt that it is time for the 460,548 exiles to visit the old Kentucky home, and the Louisville Commercial Club has planned for June 13, 14, 15, 16 and 17 a "homecoming for Kentuckians." It is, of course, impossible for the club to get into personal touch with the scattered exiles, but through its secretary, Mr. R. E. Hughes, it has circulated broadcast an eight-page invitation of artistic design so full of welcome and the promise of a delightful week in Louisville that it is enough to make natives of other States homesick for Kentucky. All resident Kentuckians that can get there are expected to be in Louisville to welcome the returning pilgrims and to participate in the festivities designed to emphasize the greatness of Kentucky, past, present and future.

Among the representative exiles invited to make addresses after they have been welcomed by that citizen of the world, though a voter in Kentucky, Henry Watterson, are David R. Francis, former governor of Missouri; William Lindsay and John G. Carlisle of New York city, former senators from Kentucky; Justice John M. Harlan of the United States Supreme Court, and Adlai E. Stevenson of Illinois, former vice-president of the United States. The mention of these names suggests the wide scattering of Kentuckians into every State and Territory of the country, the number resident by States being as follows:

Alabama, 3523; Alaska, 197; Arizona, 1018; Arkansas, 18,228; California, 9579; Colorado, 6459; Connecticut, 278; Delaware, 49; District of Columbia, 1035; Florida, 2009; Georgia, 1751; Hawaii, 38; Idaho, 1211; Illinois, 51,618; Indiana, 58,169; Indian Territory, 8030; Iowa, 8374; Kansas, 25,725; Louisiana, 2212; Maine, 73; Maryland, 642; Massachusetts, 884; Michigan, 2023; Minnesota, 2652; Mississippi, 2250; Missouri, 80,381; Montana, 2131; Nebraska, 5686; Nevada, 238; New Hampshire, 51; New Jersey, 929; New Mexico, 829; New York, 3940; North Carolina, 655; North Dakota, 496; Ohio, 39,491; Oklahoma, 10,722; Oregon, 3299; Pennsylvania, 3521; Rhode Island, 129; South Carolina, 280; South Dakota, 663; Tennessee, 29,300; Texas, 43,995; Utah, 693; Vermont, 61; Virginia, 5213; Washington, 3746; West Virginia, 10,411; Wisconsin, 1735, and Wyoming, 795.

A glance at these figures will show how easily several thousand Kentuckians-born may get home in June. Of the total number of exiles 287,598 are in States practically contiguous to Kentucky—80,381 in Missouri, 58,169 in Indiana, 51,618 in Illinois, 39,491 in Ohio, 29,300 in Tennessee, 18,228 in Arkansas and 10,411 in West Virginia. More distantly removed are the 1476 in New England, but some of them ought to get

home, as well as a few of the 197 in Alaska and the 38 in Hawaii. The thousands who have left Kentucky for the good of other States may well be spared for the few days of the reunion. They may even arrange their affairs to permit of a return to their native State for permanent residence. At any rate, they know what a Kentucky welcome is for friend or stranger, and they want to be in Louisville to enjoy it.

#### WASHINGTON COTTON CONFERENCE.

At our request for an expression of views as to the possibilities for good in the cotton conference to be held at Washington May 1 and 2 Mr. F. B. Gordon of Columbus, Ga., president of the Georgia Industrial Association, has written us as follows:

The conference to be shortly held in Washington of cotton spinners and planters is indeed notable, and will doubtless bring together the most representative gathering ever assembled to discuss the various features of planting, transporting, spinning and marketing the world's greatest staple.

The expected presence of delegations from Manchester and other foreign spinners' associations, together with representatives of both the growing and manufacturing interests of this country, should afford a most admirable opportunity for mutual discussion and the exchange of facts and ideas that will not only bring a better understanding between the home producers and consumers, but will in an international way enlighten and broaden the minds of those in attendance with ultimate good results to the vast interests involved.

The spinner is equally interested with the cotton planter of the South in a gradual marketing of cotton and a stable price, coupled with a thorough understanding and a broad feeling of commercial unity. Extreme speculative fluctuations in cotton hurt the producer as well as the spinner, for it is an established fact that an abnormally high price for cotton induces overproduction with a consequent decline below its true value.

With a fair uniform profit for the Southern crop the cloth market remains upon a steady, profit-bearing basis, and all interested in cotton thrive commercially.

It is especially fortunate that this international conference is to be held in Washington, as no more important matter touching upon our manufacturing interests is now before Congress than the proposed legislation looking to the appointment of a commission to help enlarge and extend our exportation of textile fabrics.

It would probably be impossible to obtain a more characteristic expression of the attitude of the conservative, broadminded and farseeing textile manufacturers of the country than this. Mr. Gordon is a man of New England origin who has made a success in cotton manufacturing in the South and has become thoroughly identified with the interests making for the best development of that section. As president of the Georgia Industrial Association he represents one of the most progressive bodies of manufacturers in the country, and his annual addresses at its meetings, together with letters with which the readers of the MANUFACTURERS' RECORD are familiar, have always been upon the high plane occupied by that herewith published.

During the past two weeks representatives of certain English textile concerns have been in the South spending some time at strategic points in the desire to acquaint themselves with the actual situation as to the many phases of cotton. They have been hospitably received and have been given every opportunity to acquire full knowledge. Within the next 10 days they will be in the North, where the chance will be given them to study conditions of the industry from what may be called the New England standpoint, and it may be expected that at the meeting in Boston next week of the New England Cotton Manufacturers' Association some of

them will be able to make valuable suggestions from the English standpoint. Following the New England meeting they are to attend the conference at Washington, where it is hoped they will meet men thoroughly representing the opinions set forth in Mr. Gordon's letter. Such a meeting can result only in benefit to all cotton interests.

#### MASSACHUSETTS' HOPE.

Faint-hearted New Englanders, and there are some, who have at times been prone to see in Southern development an undermining of New England industry, have really no grounds for pessimism. They have but to study things at home to lose every reason for despair. Typical of developments in that quarter is the announcement recently in the Boston Globe that Lawrence, Mass., will within the next two years add 25,000 persons to its population. That statement is based upon the facts that the American Woolen Co., William M. Wood, president, is building on the south bank of the Merrimack a worsted mill that will employ about 6000 persons; that four large buildings with a floor space of more than 14 acres are to be added to the plant of the Arlington Mills on the Spickett river, in North Lawrence, mills which under the guidance of William Whitman have been pioneers in the upbuilding of the worsted industry; that other mill corporations in Lawrence are contemplating enlargement involving the construction of many residences, and that bridge-building will employ many persons. Lawrence already has a population of more than 70,000, with \$16,000,000 deposits in three savings banks and an assessed value of property of \$50,000,000, while the output of its cotton, woolen and paper mills, its machinery manufacturing plants and other industries go to all parts of the world. What is doing at Lawrence is but typical of Massachusetts, where during the past year 402 industrial establishments were incorporated, 217 new factories were built, not including 17 new textile mills, and 172 established plants made additions, with 27 new factories or additions in process of erection at the turn of the year.

A broader view of the progress in the State is given in a bulletin issued by Hon. Charles F. Pidgin, chief of the Massachusetts Bureau of Statistics of Labor, comparing all industries of 1900 and 1905. This shows an increase in the amount of capital invested from \$781,867,715 to \$965,948,887, or \$184,081,172, equal to 23.54 per cent.; in the average number of persons employed from 438,234 to 488,399, or 50,165, equal to 11.45 per cent.; in amount of wages paid from \$195,278,276 to \$232,389,186, or \$37,110,910, equal to 19 per cent.; in value of stock used from \$498,655,033 to \$626,410,431, or \$127,755,398, equal to 25.62 per cent., and in the value of goods made from \$907,626,439 to \$1,124,092,051, or \$216,465,612, equal to 23.85 per cent. These figures deal only with establishments with a factory product of at least \$500 during the census year, and exclude reports of the hand trades building, dressmaking, custom millinery, cobbling, blacksmithing, etc., and it is estimated that with the omitted industries considered the total value of the goods made in 1905 would be \$1,315,189,000, a gain in 10 years of \$65,381,698, equal to 5.76 per cent.

This is hardly evidence of industrial decline in Massachusetts. It is an inspiration to parts of the country more advantageously situated for industry than Massachusetts. It is noted that



the raw cotton and wool, the lumber and rags, and the iron and steel, the material for Lawrence's industries, as well as the coal for fuel, are brought from distant points, including the South. That, too, is typical of Massachusetts. If Massachusetts, with such a handicap, can increase its income from industry in 10 years from \$850,000,000 to \$1,300,000,000, what cannot some Southern States do having all the raw material and all the fuel for industry? But they are lacking in the one particular which is Massachusetts' strong point, the possession of a great body of skilled and unskilled labor to do its productive tasks. That difficulty is not, however, insurmountable. It must be overcome immediately through immigration, but for steady progress immigration must be supplemented by provisions for a training to industry of the rising generation of the State.

#### STIRRING FOR HOUSTON.

Houston, Texas, is sending out through the Business League of that city an interesting leaflet calling public attention to the progress the city is making and enumerating attractions that are possessed for the manufacturer, business man and investor. It is stated that the population of Houston is now 75,000, which is an increase of more than 65 per cent. within five years, while bank deposits, now amounting to over \$20,000,000, have increased 262 per cent. in the same time, 100 per cent. of this within the past year. In this leaflet it is claimed the development of an important oil field a few miles from Houston provides exceptionally cheap fuel for manufacturing in Houston, and that among industries already in Houston are five large cottonseed-oil manufactories, five large cotton compresses, the largest biscuit factory in the South, the largest coffee house in Texas, the only passenger-elevator factory in the South, the largest carwheel works in the South, the largest home-capital meat packery in the South, more iron and brass works than any other Texas city, two large breweries, three rice mills, and various companies owning rice mills and rice canals and plantations at smaller points nearby. Houston also has the business of the two largest sugar refineries in the Southwest and of the only bagasse paper mill in the world. The labor pay-roll of Houston amounts to more than \$6,000,000 annually.

In addition to being one of the most important railroad centers in the South, Houston has the advantage of water transportation, which is to be so improved by the expenditure of \$4,000,000 by the government that ocean-going ships may be brought to Houston's railway terminals. The lines already in Houston are enlarging their terminals and facilities, and among new and important railroad enterprises is the extension into Houston of the St. Louis, Brownsville & Mexico road, affiliated with the Frisco-Rock Island system, where a junction will be made with the Trinity & Brazos Valley Railroad, another Frisco-Rock Island line building into Houston from the north.

Houston is an enormous cotton market, the receipts for the year ending August 31, 1905, being given as 2,422,562 bales, which, at prices prevailing last year, meant a value of nearly \$110,000,000.

Houston is also a great lumber center, being headquarters for nearly all of the large companies operating in Texas. The value of lumber handled in Houston amounts to nearly \$10,000,000 annually.

Houston people believe their city will have 250,000 inhabitants within a few years, and these expectations are not regarded as chimerical by those who know of the mighty strides Texas is taking now,

who understand the resources of that empire State, and who realize the advantageous location Houston possesses.

#### AN OGDENITE TRIBUTE.

Correspondence from Jackson, Miss., in the Birmingham News quotes Bishop Charles B. Galloway of Mississippi, after participating in the Tuskegee celebration, as follows:

"Mr. Carnegie is a statesman as well as a philanthropist. His tribute to the South was the best I have ever heard from the lips of any man, North or South, and his grasp of the situation in this section of the country is something wonderful. He talks as one who might have been born and reared in this section."

The correspondent says, moreover:

"Of the many public men who were in attendance at the celebration, Bishop Galloway seemed to be more deeply impressed with Andrew Carnegie than all others, and it is not likely that his excellent judgment of men and matters was unduly influenced by the fact that he recently secured a \$15,000 donation from the great philanthropist for a library at Millsaps College."

Being if the philanthropy is correctly reported, the correspondent ought to know better than to bring into such contiguity the philanthropy and the estimate of the philanthropist's oratory. Sarcasm is wasted upon the average mind. But its use opens the door to all sort of distressing suggestions. The next thing the irreverent will be asking whether that tribute to the South would not have been the greatest ever heard not only in the North or South, but also in the East or West, had the donation of the orator been \$100,000, or some Philistine, from the store of information at his disposal, will be publishing in one list salaries of Ogdensism and of institutions in the South which have received donations from Carnegie and other financiers of Ogdensism, and opposite, the list of names of the salaried Southerners or of those interested in the institutions which have been leaders in Ogdensism's Southern train, with the intent of suggesting that there is connection between the donations or salaries and the enthusiastic endorsement of the Ogdensite program by a few Southern educators. Perish the thought!

#### CLEMSON COLLEGE.

At the recent meeting of the trustees of Clemson College, South Carolina, it was decided to spend about \$70,000 to increase the capacity of the institution so that it will accommodate between 800 and 850 boys. There are 660 now in attendance, and the teaching force is regarded as adequate for a school of 1000. There is pressure upon the institution for accommodations for students, and the increase of capacity by the opening of the next term in September is expected to meet the immediate needs. The president of Clemson College, Dr. P. H. Mell, has had wide experience as a leader in technical education in the South, and is active in everything that will promote its expansion. His influence at Clemson College is recognized in the increasing number of students there, and the action of the trustees in providing additional accommodations for a larger number of students must be as gratifying to Dr. Mell as it is to every other Southerner interested in the proper training of the young men of the South.

A contract has been received by the Newport News (Va.) Shipbuilding & Dry-Dock Co. from the Associated Oil Co. of San Francisco for the construction of a large oil steamer. This boat will be practically a duplicate of one which the Newport News plant is now building for the same oil company. It will probably be about 400 feet long and cost about \$500,000.

## PHASES OF WELL-ROUNDED SOUTHERN GROWTH.

[Editorial Correspondence Manufacturers' Record.]

Birmingham, Ala., April 11.

The Devil's best workshop, we are told, is found alike in the idle hand and the idle brain, and for many years after the war the poverty of opportunity, the lack of employment, the awful pall of woe and ruin which rested upon the South, furnished an all-too-fertile field for the devil's activities. In demagogues who ranted against wealth in whatever form it appeared, in demagogues who sought to gain power by intensifying race antagonism, his Satanic Majesty found many willing workers, and the South became cursed with a lot of people who, instead of building up, sought to tear down. Lacking in moral honesty, lacking in ability to make an honest living in honest work, the political demagogue, the Devil's active agent, found an inviting field for his talents, such as they were, and the South, the real, the true South, had to bear the burden. But, thanks to a beneficent Providence, there is no longer an idle brain or an idle hand in the whole South for lack of the opportunity to work. The busy South pulsates with new life, new hopes, new aspirations. Its people, thrilled with the possibilities opening to brain and brawn, possibilities even greater than can yet be grasped have no time to listen to the story of the demagogue. His rantings are beginning to fall on deaf ears. The man who sees his farm, which but a few years ago was almost unsalable at any price, rapidly increasing in value; the man who was poor yesterday and who finds himself rich today; the man who sought in vain for work but a few years ago and who now finds that work is begging for him, has neither time nor inclination to listen to pessimistic stories against capital or corporations.

The man who has seriously studied the race question knows that great economic changes are fast bringing into existence the only conditions which can open a solution to this problem, at least so far as the South is concerned, and that the less agitation there is about the race question the less trouble there is or is likely to be. The more the negro finds himself the subject of "conventions" and "conferences," the more important he imagines himself to be and the less he is disposed to realize that he is simply an ordinary human being who must work out in competition with the world his own industrial and moral salvation. This competition is coming, and coming rapidly, to the blessing of the South as well as to the benefit of the negro. The hope for the negro race is in a realization on his part of the fact that the South is not dependent upon him for labor, and that in honesty and sobriety and faithful work lies his only hope for advancement.

The lusty South, thrilled with life, and for many years begging for immigration, is at last taking hold of this problem seriously and securing immigration. Forced by conditions which have temporarily retarded material progress, owing to a scarcity of labor, the railroads and the manufacturers and the landowners of the South are going after immigration in earnest, and they are beginning to get it. The scarcity of labor is indicated in the fact that the Commissioner of Immigration of Louisiana states that at least 50,000 to 60,000 laborers are now needed in that State to fill the existing demand from lumber operators, railroad contractors and sugar planters. Around Birmingham there is need for at least 10,000 rough laborers, miners and other workmen, while one large corporation having many branches throughout the South is 7000

hands short of the number actually needed to properly carry on its business. The same conditions prevail everywhere from Virginia to Texas, and it is probably not an overestimate to say that the South could today, if judiciously distributed, easily provide work for 500,000 more men than it now has.

For a long time it was a problem how to secure this labor, but one concern after another undertook to take care to some extent of its individual interests. The Virginia-Carolina Chemical Co. secured in batches of 100 a considerable number of Italians who are at work at several of its plants. Large lumber operators, following the same example, have brought in all the way from 25 or 50 people to several hundred. An iron concern in Alabama recently secured 25 Italians, and now has 25 Hungarians on the way to its mines. Railroad contractors employing many thousands of hands are bringing in Italians and other foreign labor in great numbers, and it has been stated by those who have watched the situation carefully that wherever this foreign element has been brought in to supplant negroes who were becoming worthless and shiftless, the loss of their positions, through finding themselves supplanted by foreigners, has had a very beneficial effect, stimulating them to better work and greater anxiety to regain their former jobs.

One striking feature of Southern progress brought about by the scarcity of labor has been the rapid tendency towards the utilization of improved labor-saving machinery. Four years ago the Virginia-Carolina Chemical Co., for instance, did not use a single steam shovel, doing all of its phosphate mining by hand. Brought about by the increasing scarcity of labor, it is now using 24 steam shovels. Iron companies in Alabama are changing their method of filling furnaces, and with the skip-hoist system which is now being generally adopted 3 to 5 men are doing the work formerly done by 27 or 28 men. The stimulation to the use of improved machinery, to special inventions for special needs, is greatly quickening the mechanical activity of the South, and thus this labor scarcity will in the end have proved a great blessing.

As the United States has become a world-power, and could not withdraw even if it should now so desire, so the South can no longer live unto itself. Its very wealth of opportunity, its vast possibilities for profitable employment, have forced it into the arena of the industrial life of the world, and other people are coming, coming now by thousands and soon will be coming by tens and hundreds of thousands, to take part in the activity upon which this section has entered.

Interesting illustrations of the scarcity of labor are found in the fact that not only in places like Birmingham, but in many other sections of the South, bricklayers are being paid \$6 a day and other workmen in proportion. In one city some contractors have found it necessary, in addition to paying bricklayers 60 cents an hour, to agree to give each one two bottles of beer every day for lunch, and one iron concern having a plant outside of that immediate district recently found it necessary, in order to secure bricklayers for a special job, to agree to pay them 60 cents an hour, to permit them to work overtime at 90 cents an hour and to work on Sunday at \$10 a day. These were the only terms upon which the men could be had, and the necessity of the case compelled the company to accept

these conditions. Illustrations of this kind, simply intended to show the great demand for laborers, can be found in every part of the South. It is well that the question of bringing in laborers from Europe and from other sections of this country is now being taken up so vigorously. At present many foreigners coming in through New York are going South by rail and steamship lines, and others are coming in by way of New Orleans. It seems probable that this business will develop to such a point that within the next 12 months immigrant steamers will run direct from Mediterranean to South Atlantic and Gulf ports.

The great demand for labor and the good prices of cotton are developing cross-currents in the labor market. In many places where unskilled labor around lumber mills, in railroad construction and kindred work is being paid from \$1.50 to \$1.75 a day, negroes and poorer tenant whites are being drawn in large numbers from farms, and cotton and sugar planters find it almost impossible to increase their operations. On the contrary, many of them are somewhat forced to curtail their acreage and are endeavoring by a larger use of fertilizers per acre to overcome the decrease in the extent of acreage. In other places the current runs the other way, and 10-cent and 11-cent cotton is drawing labor, both white and colored, from industrial work back to the farms. One may generalize on both sides of this situation, but the best conclusion that can be reached at present is that the current from the farm is greater than the cross-current back to the farm. Moreover, the growth in industrial development is furnishing a broader home market for the diversified products of farming, and this, added to the increase in the shipments of truck and fruit, is employing a larger number of Southern farmers who in times past have been cotton-growers.

With a continuation of cotton at from 10 cents to 12 cents a pound, it is quite certain that the South can within a few years gradually enlarge its supply of labor and intensify the cultivation of the staple to a point that it can meet the rapid advance in the world's consumptive requirements. But should cotton for any length of time decline below 10 cents a pound, it is altogether probable that we would see a tendency towards a decrease in production rather than an increase. The South is too busy, too prosperous, with possibilities for employment of brain and muscle and money too great in other directions, to concentrate its attention any longer on cotton production unless there is not only a fair, but a large profit in cotton-growing. For 75 years the world has tried to find a new source of supply, that it might be less dependent upon this section for its cotton. Over half a century ago Great Britain was discussing the question of a cotton supply separate and distinct from the South, and in Parliament and elsewhere steadily endeavored to organize a propaganda for raising cotton in its colonies, that it might no longer be so dependent upon America, and in every way was agitating this subject to an extent that makes the discussion of the last few years seem trifling in comparison. But after more than half a century, really three-quarters of a century, of that kind of a campaign against the South's monopoly, this section more absolutely dominates the cotton trade of the world today than ever before. So long as the bankers and business men of the South stand by the cotton-growers in the marketing and handling of their crop as they have done during the last few years, there should be no possible danger of a decline below an average of the present selling

price. It is entirely reasonable to believe that during the next year or two the consumption of cotton will increase more rapidly than the production, and that the world within two or three years will face a condition of, completely exhausted stocks. But it would be a mistake on the part of the South, even dominating this industry as it does and holding a monopoly for the world over it, to undertake to force a condition in which cotton would command 14 cents or 15 cents a pound as the average value of the whole crop. It might be possible by concerted movement to so reduce the acreage as to bring this about, but it would not be wise nor to the final benefit of the South. So long as the South exacts, as it does today, a tribute of \$400,000,000 a year from Europe for its cotton supply and increases its production to meet the ever-increasing demand in this country, developing its own cotton manufacturing at the astonishing rate of the last few years, the whole South will share in the prosperity which comes from such a condition. We have entered upon an entirely new period in the marketing of cotton—a change of world-wide importance, one of the greatest economic revolutions which has ever been wrought in the handling of such an important agricultural staple.

Turning from cotton to coal and iron and timber and railroads, and to everything else which makes for progress and prosperity, a recent trip of nearly two months through the South shows an advancement so far-reaching that one can scarcely undertake to grasp what is now being done or to forecast the future. Railroads crowded almost beyond the possible limit to promptly handle freight and passengers, with every freight car and every locomotive worked to the utmost of their carrying capacity, with coaches and Pullmans alike uncomfortably crowded with travelers, are preparing, and of necessity must prepare, for a vast increase in business. The double-tracking of the Southern Railway, which is to be carried out practically the entire distance between Alexandria and Atlanta and at many other points where traffic is the heaviest; the building of thousands of miles of new road entering the coal fields and timber regions or the agricultural sections, showing a far greater activity in railroad construction not only of short lines, but of great trunk lines, than has ever been seen at one time in the South before; the overcrowded condition of hotels, making it difficult to find accommodation in any of the important towns or cities of the South, resulting, as we see today, in the construction of many first-class, modern hotels throughout the whole South; the vast increase in bank deposits, even in country districts, where one constantly hears of farmers having a plethora of money and lending it out at low rates of interest; the fact that, broadly speaking, the entire agricultural interests of the South are out of debt and financially on their feet; the construction of great docks at Gulf and Atlantic ports at a cost in the aggregate of many millions of dollars, necessitated by the rush of export traffic not only from the South, but from the far West, all unite to give some indication of the coming sweep of commercial, financial and industrial advancement ahead of us. Hundreds of millions of dollars are today being expended in this vast development work and in getting ready for the trade that is already pressing for an outlet. Farm lands have increased in value by an average of over 50 per cent. during the last 12 or 18 months, this alone adding over \$1,000,000,000 to the wealth of the South. The development of water-powers for electrical transmission is one of the biggest things under way in the South,

and the construction work of this character now in progress will, within a year or so, furnish electric energy exceeding the working power of 1,000,000 men.

In taking a broad survey of the whole South and seeing this electrical development and the great change that is coming about in the Alabama district, where millions are to be expended in the near future in the enlargement of coal and iron operations and in the building of new steel works, with Alabama basic rails commanding \$1 a ton more than any other rails made in America; seeing the stupendous operations in coal-mining in the Virginias and Tennessee and Kentucky, the vast increase in the value of timber land and the great work connected with timber operations, the railroad construction under way and planned on a scale such as the South has never dreamed of in the past, the increase by \$1,000,000,000 in two years in the value of farm lands, the tide of immigration now south-

ward turned, one is puzzled to say which is the most important and which is likely to have the greatest influence upon the material advancement of the South. But when we take them all together and see how well-rounded is this growth, how the advance in the prosperity of the farmers, in the wide diversification of agriculture, in the enlargement of railroad construction and the equipment of existing roads, the great increase in coal and iron and timber, we find a condition such as certainly never before existed in the South, and one which was never found elsewhere in this country, because no other section of this or any other country ever had all of these great foundation-stones of prosperity on which to build a structure of prosperity greater than any other part of America has ever known. The real movement for Southern upbuilding has begun. We see only the start. No man can undertake to forecast the limitless possibilities of the future.

R. H. E.

## CHATTANOOGA'S RECENT INDUSTRIAL ADVANCE.

[Written for the Manufacturers' Record.]

In Chattanooga, Tenn., and in the territory around that city there is considerable activity at present in both manufacturing and building operations. Chattanooga is in one of the most progressive parts of Tennessee, and its own business men, as well as those of other sections seeking investments and ideal locations for manufacturing plants, are availing themselves of the advantages which exist. It may be said that the present activity in this section was given added impetus last fall by the organization of the Chattanooga-Tennessee River Power Co. and the completion of that corporation's plans for a big power development at "The Suck" on the Tennessee river, 12 miles below Chattanooga. In order to undertake this great work government permission was required, and the War Department at Washington approved the company's plans, enabling it to begin construction, which is now in progress, and a United States engineer is on the ground to insure the carrying out of the provisions the government imposed. Hundreds of men are now at work, the contractors being Messrs. W. J. Oliver & Co. of Knoxville, Tenn. It is estimated that the 50-foot dam being erected and the water-wheels to be installed will develop 36,000 horse-power, which will be transmitted to Chattanooga by electricity for power and lighting purposes. The Oliver contract is said to amount to between \$1,500,000 and \$2,000,000. Various other details regarding this important project have been stated in the MANUFACTURERS' RECORD at various times during the past year.

It is not the intention of the MANUFACTURERS' RECORD to particularize as to every manufacturing project and building proposition credited to Chattanooga during the past three or four months, but the above references and the following summary of the more important industrial and building announcements are simply given to call attention to the activity which may be seen in and around Chattanooga at this time. The following enterprises are of interest:

Casey-Hedges Company, incorporated with a capital stock of \$900,000 to consolidate the boiler works of the Casey & Hedges Manufacturing Co. and the plant of the Chattanooga Pipe & Foundry Co. In this connection four large buildings of steel construction will be erected and new equipment will be added to make the combined plants completely modern for the production of boilers, engines, steam specialties and plumbers' cast-iron goods.

J. L. Hutcheson and associates, to estab-

lish a cassimere mill of 7200 spindles, 200 looms, 12 sets of cards and other machinery, representing an investment of more than \$100,000. Their company is now being organized.

Deitzen Bros., to erect a \$15,000 building which will be equipped for manufacturing candy.

Annesdale Lumber & Manufacturing Co., incorporated with a capital stock of \$60,000.

St. Elmo Tile & Brick Co., incorporated with a capital stock of \$60,000.

Emma Mining Co., incorporated with a capital stock of \$50,000.

Wachovia Mills, incorporated with a capital stock of \$1,500,000. This will be a cotton-manufacturing enterprise, the details of which are now under consideration.

Davis Hosiery Mills, increased capital stock from \$100,000 to \$200,000 for the purpose of erecting additions to building and installing more machinery.

Star Box & Printing Co., to manufacture paper boxes and to operate a printing plant, incorporated with \$15,000 capital stock.

Price & Evans Foundry Co., preparing for new foundry and machine shop.

Chattanooga Iron & Coal Co., organized to acquire the iron furnace of 200 tons capacity built by the Chattanooga Blast Furnace Co., together with several thousand acres of iron lands and 15,000 acres of coal lands, which will be developed in connection with the operation of the furnace.

Pittsburg and Chattanooga capitalists planning an investment of about \$1,500,000 to build a 200-ton blast furnace and steel works and rolling mill with a daily capacity of 200 tons of finished material. The final announcements as to this enterprise indicating that it will certainly be established have not as yet appeared. Mr. C. E. James is interested.

Chattanooga Bottle & Glass Manufacturing Co., to erect a 50-ton continuous furnace, doubling its present capacity.

A plant for manufacturing a fine grade of writing paper to be built by experienced manufacturers from Kalamazoo, Mich., the investment to be about \$200,000. The first announcement of this enterprise appeared last December, when the Michigan parties visited Chattanooga to investigate the city's advantages for their proposition. Then about March 1 the projectors definitely decided to build the proposed mill. Last week full details were stated, and mention of these is timely. It is designed to construct the initial plant large enough for a daily capacity of from 25 to 30 tons,



and the buildings will be constructed of concrete, brick and steel, with fire doors and fire walls, and felt and gravel roofing. There will be a machine-room two stories high, 70x250 feet; a rag department three stories high, 70x400 feet; a beating-engine room two stories high, 70x200 feet; a finishing department two stories high, 70x200 feet; a boiler-house one story high, 60x150 feet, and an office building 36x50 feet. The main paper-making equipment will be two machines 120 inches wide, costing about \$48,000 each. The mechanical equipment will also include two large rag-cooking boilers for preparing rag stock, 9 feet in diameter and 40 feet long, where the stock is placed and cooked under a steam pressure of 80 pounds, chemicals being added during cooking to dislodge and separate fiber; 16 beating, refining and mixing engines preparing stock ready for paper machines; 2 large refining engines for finishing stock before passing to beating engines; 2 rag cutters; 4 cylinder railroad dusters; dust collectors; 4 stacks of supercalenders for finishing; 4 cutters for cutting the paper into necessary sizes; baling presses; air pumps, air distributors, water-pumping machinery, stock-pumping machinery, stock storage and mixing tanks; stock drainers to be constructed of concrete and steel; shafting, pulleys and boxes; hot-air heating apparatus; 500 electric-light dynamo; 300-horse-power electric generator; two 400-horse-power cross-compound steam engines; two 300-horse-power Corliss engines; 2000-horse-power marine steam boilers; coal-conveying machinery; smoke chimney of concrete, flue 12 feet in diameter, 160 feet high. Messrs. E. D. Bixby, O. D. Cornell and C. E. Burrell of Kalamazoo, Mich., are the principals in this enterprise. Their decision to locate the mill in Chattanooga is due largely to the efforts of the Chamber of Commerce, through its secretary, W. B. Royster, who showed to their satisfaction the suitability of Chattanooga water, the low price of coal and the large amount of raw material which is available and has heretofore been shipped to the North and East for paper-making. Mr. Chas. B. Pride is the architect and engineer in charge for the Michigan investors. A president and general manager has been signed, and his name will soon be announced.

The above brief references have been gleaned from the announcements made at Chattanooga since about the first of the year, but mention may also be made of several important enterprises announced in the several months previously. These included the Acme Cement Stone Co., capitalized at \$10,000; Crystal Ice Co., expending \$50,000 for improvements; Herald Printing & Publishing Co., capitalized at \$20,000; Consignees Favorite Box Co., \$15,000 improvements to plant; Southern Lead Co., capitalized at \$55,000, to erect smelters; Yellow Pine Lumber Co., manufacturers and dealers, capitalized at \$20,000, and various others.

Included in the buildings announced for erection at Chattanooga since the first of the year may be mentioned the Chattanooga Terminals Co.'s proposed union depot and kindred improvements; an eight-story fireproof hotel to cost \$550,000, promoted by the Stone Fort Land Co.; the Bijou Theater, to cost \$40,000; a \$10,000 school building; a fire station to cost \$11,000; a Y. M. C. A. building to cost \$30,000; a lodge building to cost \$35,000; a \$20,000 school building; warehouses to cost \$50,000; hotel to cost \$15,000, and many others, including dwellings, business structures, etc.

The assessment for real estate in West Virginia for this year is \$475,000,000. In 1900 it was \$168,000,000.

## International Scope of Jamestown Exposition.

[Special Correspondence Manufacturers' Record.]

Norfolk, Va., April 16.

It is already an assured fact that the Jamestown Exposition will be held next year, and that it will be altogether unique among the expositions the world has seen. These are facts I hardly think the country at large thoroughly understands. I have put in the larger part of two days looking over the exposition grounds and interviewing the officials of the company having the enterprise in hand. I have now no hesitation in declaring that this exposition will be a rarely beautiful spectacle and an entertainment of world interest, and at the same time will have historical value beyond anything of the kind America has known.

There is delay by Congress in making the full appropriations asked, and action is yet to be taken by a number of the States which are expected to have participation in the event. The scope of the affair will be affected by the final action these interests may take. Should, however, no further government or State aid be extended the exposition will be held, and that it will attract delighted millions from all the seaboard country and beyond, and even draw multitudes of visitors from over the sea, there is no room for doubt in the mind of anyone who becomes acquainted with the plans and arrangements already made.

Furthermore, there is every reason to expect that very great additional aid will be given by the government and by many of the States, for congressional committees have made favorable reports on bills appropriating nearly \$1,500,000 in addition to the government aid already given, while assurances of legislative or popular contributions have been given by a number of the States not already committed to participation.

Thus all doubt as to the success of the enterprise has been removed, and work is steadily progressing along lines which will only require extension and not material revision, no matter what the future may contain.

The great distinguishing feature of this exposition above any the world has seen will be the gathering of the warships of every naval power on the globe. In the ample waters of this majestic harbor will be such a naval demonstration as has nowhere occurred in history, and such as never has been anywhere near possible at the expositions of the past. The United States government has already committed itself to the success of this feature of the exposition. For the first time the government has directly invited the participation of the foreign powers, and acceptances have been received from England, Germany, France, Spain, Portugal, Austria, Italy, Japan, Brazil, Chile and Venezuela. All of these nations have agreed to participate in the naval display, and all but Austria have agreed to send land forces for participation in the military feature of the show. King Edward and Kaiser Wilhelm have furthermore promised to send a member of the royal family as commander of their squadrons, and efforts are being made to secure the attendance of Togo and Oyama as representatives of the naval and military forces of Japan.

The United States government has appointed the secretaries of navy, war and treasury as a committee to attend to the details of the international entertainment of the armies and navies, and the program of these features is in their hands. Herein is another innovation, for this is the first time members of the Cabinet have been appointed as commissioners of an exposition. A subcommittee of three is to

have charge of the naval program, and already Secretary Bonaparte has named Rear-Admiral Harrington, in command of the Norfolk navy-yard, as chairman of this committee.

The plans of the exposition management contemplate a huge military encampment, as well as the most remarkable naval display the world has seen. It is proposed to have 5000 United States troops in attendance, as well as companies of militia from various parts of the Union and soldiers from the nations of the earth. Just to what extent this feature of the program will be carried out depends on the fate of the appropriation bills before Congress. As at present made up and approved by committee, the items in the pending government bill are:

For pier.....	\$400,000
Government exhibit.....	250,000
Aid to exposition.....	250,000
Naval Club Building.....	100,000
Army Club Building.....	100,000
Transportation of troops.....	100,000
Negro participation.....	150,000
Entertainment of army and navy.....	130,000
Total.....	\$1,480,000

A government appropriation of \$250,000 was made some time since. It provides \$50,000 for the expenses of the government commission, \$100,000 for entertainment of naval visitors and \$25,000 for military visitors, \$50,000 for a permanent monument at the site of the Jamestown settlement, \$15,000 for permanent moorings for the use of vessels participating in the celebration at Hampton Roads and \$10,000 for an exhibition of one or more monitors of the type which in these waters engaged the Merrimac in 1863 and revolutionized the navies of the world.

The additional appropriation asked of the government will very greatly increase the scope of entertainment for the visiting armies and navies, will provide for features not now included and will secure the construction of concrete piers extending 2000 feet from the shore line and forming a basin 800 feet wide. This would become a permanent improvement. Should the unexpected happen, and the additional government aid not be given to the extent desired, the piers will be of less extensive construction and will be of timber, and other features provided for in the additional sum will not materialize. This would be a serious curtailment, to be sure, but right now funds have been secured sufficient to assure the holding of a most interesting exposition; so it is simply a question of how much more complete and imposing it will finally be. And among the officers of the exposition company not a doubt is expressed that substantially all the plans as now laid out will be carried through. Work on the grounds is proceeding vigorously, more than a dozen buildings are under contract, more than \$800,000 is in the treasury, and all the details of preparation are in full swing.

The idea of the Jamestown Exposition, in commemoration of the first permanent English settlement in America, originated some years ago in the Association for the Preservation of Virginia Antiquities. It was then proposed to hold the exposition at Richmond. The people of many other Virginia cities objected to Richmond, and the then governor, J. Hoge Tyler, issued a proclamation calling on the various cities to present their claims. The people of all the tidewater towns and counties combined together and advocated the holding of the exposition at some point on Hampton Roads, and they won the day. An exposition company with 200 incorporators was formed and a site of 350 acres at the northerly end of Sewell's Point was selected. A million dollars of stock was offered at par, and it was oversubscribed,

there being about 3000 stockholders, with no subscription for more than \$8000. The State of Virginia voted \$300,000, one-third of which is for State participation and building, and the other is a donation to the exposition.

Various States have appropriated altogether \$900,000, and it is expected that State appropriations will finally reach \$1,500,000 for buildings and exhibits. It is the calculation that this will be about an \$8,000,000 enterprise. The exposition company buildings and grounds are put down at \$2,000,000, the concessions, including amusements and hotel in the grounds, about \$3,000,000, and the government participation about \$1,500,000. The States which have already made appropriations are Maine, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, North Carolina, South Carolina and Virginia. Georgia is counted on as certain to participate. Illinois, Ohio, Missouri, Michigan and Wisconsin have commissions who will recommend participation, and it is not doubted that their legislatures will approve. Kentucky, Florida, Texas and Louisiana are proposing to raise funds for the purpose by popular subscription. Trade bodies of Oregon and California have given assurances that their States will be represented. Minnesota and Nebraska are considered as certainties, and Iowa probably. Thus 25 States of the Union are counted on to participate, and this list may be increased.

Each of the States is expected to erect a building, some of which will be very imposing and pretentious. The exposition company is now at work on administration buildings, a group of seven buildings devoted to arts and crafts, and an emergency hospital. Buildings for history, arts, manufactures and liberal arts and machinery and electricity are also to be erected by the company. Some of these will be 600x350 feet. Old colonial architecture will be adopted throughout, the buildings being of brick or of frame painted to represent brick, and having the distinctive white columns and built with wide seventeenth-century halls.

While it is intended that there shall be an industrial show on a limited scale, and to that end it is desired that a number of prominent manufacturers shall make exhibits, yet there will be no attempt to compete with other recent expositions in this respect. The suggestion has been made in some quarters that here is an opportunity for the railroads of the South to make an exposition of Southern resources, industrial development and of the inviting fields for investment which the South presents. At and around Norfolk is the chief Atlantic port of all the great railroads that serve the South east of the Mississippi, and if they were to unite in such a movement they could bring together such a showing of the progress and development of the South in a material way as would be of incalculable benefit to the entire section.

The main idea of the exposition, however, is historical. Held to commemorate the great historical event of the first permanent English settlement of America, it is intended that there shall be gathered together here the most remarkable historical exhibit ever seen in America. It is intended that the exposition shall be illustrative of the evolution and progress of the whole country, and particularly of the South, since 1607. In house construction, decoration, lighting, transportation and industries it is intended to contrast the present with colonial times. In the group or village of the arts and crafts there will be old colonial buildings, each devoted to a particular art. Thus there will be a house where copper will be wrought and silver and iron, where wool and cotton will

be spun and wove, where articles are manufactured of wood, of felt and of rushes and straw, and all will be by hand, as in the early days.

Then in the history building, which will be of fireproof construction, all the historical societies will be invited to make exhibits of documents and relics which will cover the history of the country from the days of the first settlement down to the present time. In the auditorium there will be meetings of societies and conventions, as it is intended that the exposition shall be educational as well as historical.

As Sewell's Point is 30 miles from Jamestown, there is occasional inquiry outside as to why the exposition is not to be held on or nearer to the site of the first settlement. No one who comes to Norfolk asks the question again. In the first place, the Jamestown peninsula has become an island through the erosions of the mighty James river, and even were it possible to hold an exposition there, the wisdom of the selection made is apparent at sight. There will be ample opportunity for visiting the settlement site, where the government is expected to build a monument, a landing and a seawall, and where about the only remaining reminder of the settlement is the ruined tower of the old church. Every foot of ground in all this region has always been historic ground. Just across the Roads from Sewell's Point is Old Point Comfort, named by the weary emigrants who anchored there before proceeding to their journey's end 300 years ago. So the flavor of the early days clings to all the country hereabouts, and there is no incongruity in celebrating the settlement of Jamestown by an exposition at Sewell's Point. The exposition site itself is ideally adapted to the purposes of an exposition of any character, but particularly so of one which will make so large a feature of the naval and marine display. Indeed, it is doubtful if at any other spot anywhere it would be possible to carry out the imposing program here proposed. The exposition grounds have one mile of frontage on Hampton Roads, in which, within plain view of any portion of the grounds, the entire navies of the world might find shelter. Such a harbor and such a viewpoint, available for an exposition site, and yet practically within the limits of a populous city, form a combination which can hardly be found elsewhere the world over. So evident is this fact to the promoters of this enterprise that it is proposed to perpetuate the facilities for conventions, encampments and entertainments at this spot. The exposition company owns the land, and most of the buildings now being constructed for the exposition will remain, and so will the sewers, the water pipes, the electric lighting, the groves and the tree-lined walks and roads. At the close of the exposition, November 1, 1907, there will be no tearful farewell to all the glories and beauties of the place, as on the sorrowful midnight of October 31, 1904, at St. Louis, when President Francis solemnly and with deep emotion turned out the lights forever on that beautiful exposition, and with his sad farewells in their hearts the people silently went their way as from a house of death. Though "the captains and the kings depart," and "far-called navies melt away," yet the beauty of this place will endure for ages, and those who visit the exposition next year may look forward to a future return as revisiting a garden of perpetual delight.

The active management of the Jamestown Exposition is in the hands of a board of governors, composed of men who have made a notable success in the conduct of their own affairs. C. Brooks Johnston is chairman of the board, Barton Myers is governor of ways and means, and their associates on the board are all men of the

strongest personality and force. A number of the heads of departments have had a previous exposition experience. Harry St. George Tucker is president of the exposition, having been selected after the death of Gen. Fitzhugh Lee. On the board of governors, however, falls the great responsibility for the success or failure of the exposition, and practically all their time is given by the members of the board to the work in hand. They originate and execute the plans. A board of associated architects and engineers was created by them to work out the plans for grounds and buildings. Parker & Thomas of Baltimore and Boston and John Kevan Peebles are the architects, with Robert S. Peabody of Boston as advisory architect. The landscape architects are Warren H. Manning and J. Woodward Manning of Brookline, Mass., with Charles H. Pratt of Boston as superintendent and engineer in charge. All of these men are eminent in their line, and the result of their efforts will be a group of buildings of strikingly individual and characteristic architecture and a landscape of surpassing beauty. The "picture" will be distinctive, fitting and altogether impressive. Along the broad avenues and throughout the grounds there will be a profusion of native shade trees, while the walks in the center of the roadways and winding through the woodlands will be skirted with native shrubbery, some 1400 varieties. Trees already on the grounds are being preserved with downright veneration, and others of massive size are being transplanted to complete the picture. It is computed that on the grounds will be 40,000 shade trees, so that foliage may be seen in every portion of the tract outside the great military parade grounds. In one corner of the site, overlooking the water, is a forest of stately pines, undisturbed, save as to clearing away withered limbs and fallen boughs, and with its ancient carpet of fragrant needles all about, this grove of pine will be one of the distinct charms of the show grounds, and must prove one of the great attractions for visitors to the place.

The exposition grounds are about eight miles from the center of Norfolk, but as the ferries for Newport News and Old Point Comfort are from Sewell's Point, no new line of travel will have to be established. Alive to the necessity for added facilities, the street-car company, however, is arranging for the expenditure of several million dollars for new powerhouse, equipment and additional trackage. As the Deepwater Tidewater Railroad terminals are right alongside the exposition grounds, its tracks may be used for transporting passenger trains, though the railroad management announces that no effort will be made to do an exposition business, for the reason that it would require an investment of a good many hundred thousand dollars in equipment that could not be put into regular service for a year or more after the exposition closes. With the construction of the proposed piers, however, there would be opportunity for a large travel by boat, and some of the regular bay and ocean lines are arranging to land passengers directly at the exposition grounds. Thus the Old Dominion Line is proposing to put on extra service, by which boats will leave New York daily at 5 o'clock and land at the grounds at 9 the next morning. There will be ample means for getting into and away from the grounds from any part of the country. Into Hampton Roads come three coastwise steamship lines, four Chesapeake bay lines, four river lines and two river and canal lines, while in railroads six trunk lines and five short lines radiate from the cities around Hampton Roads to every part of the country.

It is believed that all of 10,000,000 peo-

ple will attend the exposition. This is more than were at Buffalo, and over half as many as were at St. Louis. Within 12 hours of Hampton Roads there are 21,000,000 people, and within 24 hours nearly 40,000,000. People are used to coming here winter and summer, so it will be no untried adventure. Furthermore, this section is accustomed to entertaining, for its health resorts are noted far and wide and are much frequented. In addition to the big hotels of Norfolk and the famous Chamberlain of Old Point, there will be an Inside Inn on the grounds with 1000 rooms, and others are being built in the vicinity. Besides these accommodations, the shores are already lined with hotels, cottages and clubhouses from Norfolk to the Virginia capes and from Newport News to Chesapeake bay. There are no finer markets than Norfolk's, and it is be-

lieved that altogether the problem of entertainment will be solved at this exposition in the most satisfactory manner possible.

Everything indicates that the exposition will be of extraordinary interest; that from many parts of the country it will be a particularly pleasant trip to visit it, and that the discomforts of big crowds will be minimized to the slightest. It bids fair to be a really notable achievement in exposition annals. The effects of the enterprise are already apparent in and around Norfolk in a quickening of the commercial pulse. Norfolk has made marked advances in recent years, and everything indicates that it will permanently enter on a new and greater era of world importance through the efforts that will give to the public the Jamestown Exposition on the 13th of May a year hence.

ALBERT PHENIX.

## DEEP-WATER OUTLET FOR EAST TEXAS TRAFFIC.

By H. G. SPAULDING, Secretary Beaumont Chamber of Commerce.

[Written for the Manufacturers' Record.]

The inception of no project within the past decade has augured more for the development of East Texas than the beginning of work on the Sabine lake ship canal on March 1. This canal is to run from the mouth of Taylor's bayou, three miles below the city of Port Arthur, where it connects with the 25-foot Port Arthur canal from the Gulf, along the west shore of Sabine lake to the mouths of the Neches and Sabine rivers, both of which streams are deep and wide and can readily be put in condition for navigation of vessels of considerable draft, the average depth being 35 feet. Sabine lake is at no place over seven feet in depth, and it is because of this that it has been necessary to dredge the canal along the bank in order that vessels of sufficient depth for ocean traffic may come up the rivers.

The appropriation for the canal was made by Congress on March 3, 1904, and amounts to \$536,500, but the contract made with the Bowers Southern Dredging Co. of Galveston for the work was so reasonable that it is anticipated that the work will be done for about \$350,000 and the unexpended balance will be used to deepen the canal, the work being done under a continuing contract. The present contract calls for a canal 10 feet deep, 100 feet wide at the bottom and 150 feet wide at the top, with 4800 feet of creosoted revetment at the mouths of the rivers and about 400 feet near the entrance to Taylor's bayou. On account of some delay in securing abstracts to the title at the lower end of the route the first work was begun in the water between the two rivers, about three miles having already been completed, and it is anticipated that in another fortnight the whole distance of about five miles will be done, when the dredge will begin work in land. Inasmuch as the water is too shallow to move the pontoons readily, the work at present is rather slow, but this will soon be completed. While dredging in the water a canal 130 feet wide at the bottom is being made with a depth of 12 feet, and as the formation is thickly impregnated with shell, permanent walls for the canal are being made, the excavations being thrown on the lake side, thus protecting the canal from the wave action in the lake. The dredgeboat George Sealy, with Engineer A. F. Doane in charge of the work, is being used, the work being carried on without interruption from 6 o'clock Monday morning till midnight Saturday night.

The deep-water committees of Beaumont and Orange have been unremitting in their efforts to secure the appropriation for the work and to get the work started,

and since this has been accomplished have had former congressman Samuel B. Cooper in Washington almost continually in an effort to get the War Department to continue the work with the unexpended portion of the appropriation, thus giving a depth all the way of fully 16 feet. Mr. Cooper represented this district in Congress for 12 years and secured the appropriation for the work. Major McKenzie, chief of engineers, is of the opinion that the whole appropriation will be made available for the canal. When this is completed efforts will be directed toward the end that further appropriations be made, that the canal may ultimately be made 25 feet deep and that the rivers be also made navigable for vessels of the same draft.

The beginning of the work was the cause for great rejoicing on the part of the people who had so long worked for the consummation of the project. Talked to death in Congress once, the bill for the appropriation came up at the next session and it was finally passed, \$125,000 being made available, and bids were advertised for this expenditure, but the contract was never let, and at a subsequent session the bill was passed making the estimated amount necessary for the work available. Again the contract was advertised, and this time it was awarded for a canal along the land in the lake from Taylor's bayou to the rivers, the depth of the water varying from 6 to 18 inches. When this was announced the citizens of Port Arthur and those interested in the city, including John W. Gates, protested to Secretary Taft and secured a temporary stay in letting the contract, and at a hearing in Washington in December the Port Arthur interests agreed to provide the right of way for an inland canal the entire distance free of cost if the government would have the canal placed inland instead of in the lake. Twenty days' time was given, and later this time was extended, as the government insisted on having complete abstracts of every piece of land used. This caused much delay, and in order to avoid keeping the dredging machinery idle longer than necessary the work was begun at the upper end of the route instead of at the lower, as had been intended all along. As soon as the canal is completed between the rivers it is understood that the contractor intends putting dredges at work at both ends and rush things to completion.

The benefits to be derived by the completion of this canal for not only Beaumont and Orange, but for all of East Texas, are inestimable, and will depend largely on the grasp of the possibilities by the business interests. It will certainly in-



crease the facilities for the exportation of lumber, as the country tributary to the canal is one of the best wooded sections in the South, the facilities at Sabine and Port Arthur being too limited today to accommodate more than a fraction of the lumber seeking this outlet. Beaumont and Orange are in the center of the rice-producing section, the yield last year being fully 16,000,000 bushels. There are six mills in the territory which are already engaged in exporting not only rice, but rice bran and polish being shipped to continental points. Although the production of oil last year exceeded 30,000,000 barrels in Southeast Texas, very little of this would be shipped from Beaumont by water, although most of it finds its way here for refinement or sale, as all of the large companies now have pipe lines leading to deep water.

Beaumont is the logical point for the operation of all kinds of iron and wood-working factories, the raw material being easily accessible and the best fuel in the shape of crude oil always being available. Besides the long and short-leaf pine, there is an abundance of cypress, gums, oaks, walnut, hickory, beech, ash, magnolia and other woods, the pine being the principal one handled by the mills. Iron exists in almost pure form in the counties above Beaumont, and, indeed, at some places it is so accessible that it could be barged down the upper Neches or Sabine rivers. This part of the South is almost devoid of manufacturing institutions of this sort, and on this account there would be a good home demand, but it is to the business of Central and South America, as well as Mexico, where the manufacturer must look for his rich returns, and with the ever-increasing demand for American goods in these countries the factory most desirably located for the purposes of shipment would be the one to reap the most certain profit. Mexico is buying farm wagons, cane and log carts and other like articles, but no one today nearer than Memphis is catering to this business. For a factory of this sort to be located right on the water, so that ships for Southern ports could be loaded almost at the factory doors, there would be a tremendous advantage.

All through East Texas there are small industries to be benefited by deep water, to say nothing of the 60 or more saw-mills with individual daily outputs of 100,000 feet. All these will be benefited by being able to secure supplies by water or get the benefit of water rates, and at the same time the benefits in making shipments will also accrue. The first yellow-pine paper mill in the country is in successful operation in Orange, utilizing the waste, and there is no reason why there should not be a score of similar mills in this country, as the raw material may be had for the asking from the milling companies. With water connection with the Northern ports, why should not Texas enter into competition with Maine and Vermont in supplying the nation's paper?

The last report of tonnage on the Neches and Sabine rivers made by the government engineer shows as follows: Neches, 161,516; Sabine, 292,184. The government has expended \$12,000.15 in improving the mouth of the Neches river and \$52,538.33 on the Sabine river. The reports for the past year have not yet been compiled, but will show an increase in each instance, as the shipments of lumber have been in excess of those of previous years. The Neches river has only been available for transportation since 1902. Last year there were 302 vessels of net tonnage of 253,702 to sail from Port Arthur, 123 of these being for foreign ports; 124 vessels sailed from the port of Sabine Pass with a tonnage of 253,302, 12 of the vessels being destined for foreign ports.

That the digging of this canal is being watched closely by the railroads has been evidenced for some time, there being considerable activity on the part of a number of large systems to gain access to as many Gulf ports as possible in order to be well fortified to take care of the immense tonnage which will result from the building of the Panama canal. The Frisco is now building into Beaumont, and until the completion of the Sabine Lake canal, has entered into a trackage agreement with the Kansas City Southern to run trains to deep water at Port Arthur. The Goulds have taken over the Gulf & Interstate, running from Beaumont to Galveston, and another year will see either the Missouri, Kansas & Texas or the International, or both, running trains into Beaumont and having access to both deep water here and at Bolivar Point. A line has also been surveyed due south from Des Moines, Iowa, to Beaumont, the surveyors being in the city at the present time. If this line is built the work will begin at this end. The great tonnage now going to Southern countries must seek the Gulf ports, and as Galveston and New Orleans cannot get it all, there is every reason to believe that Beaumont, Orange and Port Arthur, on account of their location on the Sabine Lake canal, will get their share, and the indications now are that this will be worth having, and once secured, can be greatly increased.

#### WEST VIRGINIA STEEL.

##### Work to Be Pushed Upon Construction of the Charleston Plant.

[Special Cor. Manufacturers' Record.]  
Charleston, W. Va., April 17.

Plans for the immediate construction of the Baldwin Steel Co.'s plant at Charleston have been perfected. Ground will be broken this week, and the work of building will be carried on without delay, with the expectation of having the works completed and in operation in the early fall.

The importance of this enterprise in furthering the industrial development of Charleston can hardly be overestimated. The coming of this important enterprise has crystallized a movement to provide suitable factory sites for other industries which are now investigating the advantages Charleston offers as a manufacturing center, and a company has just been formed to take up 2000 acres of land extending from the site of the Baldwin Steel Co.'s plant for four miles or more down the Kanawha river. How important this movement is may be gathered from the fact that Senator W. C. Sproul of Chester, Pa., president of the Kanawha Street Railway Co.; W. O. Johnson of Chicago, president of the United States Gas Co.; the Chilton, MacCorkle & Chilton interests here, Crawford & Ashby and others have invested in these lands and will develop and improve them at once. The street-car lines will be built through the property, the gas lines will be laid into the tract and the whole addition will be made as available as any part of Charleston proper.

The improvement will represent an investment of several hundred thousand dollars, and will provide for not only factory sites at nominal figures, but will furnish a place for the construction of residences for workmen, of which there is a present great scarcity in Charleston.

It is proposed by the Chamber of Commerce of Charleston to take a large block of stock in the new land company, in which event arrangements will be made to set aside several hundred acres to be donated to such factories as it may be found desirable to encourage.

Altogether, the location of the Baldwin Steel Co.'s plant here seems destined to have a very far-reaching effect in stimu-

lating efforts for securing other factories here, as well as in the direction of attracting the attention of manufacturers generally to the advantages which Charleston possesses as a factory location on account of its cheap and abundant gas, inexhaustible coal supplies and splendid railroad and river transportation facilities.

ALBERT PHENIS.

#### ST. PETERSBURG OPPORTUNITIES.

##### Its Plans to Attract Manufacturing Industries.

[Special Cor. Manufacturers' Record.]  
St. Petersburg, Fla., April 13.

St. Petersburg, the metropolis of the west coast of Tampa bay, has passed the stage of promising progressiveness, and is now a city possessing the conveniences of up-to-date municipalities, which include electric-light and street-car systems, ice-making and all that comprise not only the necessities, but also the luxuries of life. The climate, which is largely governed by its proximity on one side to the Gulf of Mexico and Tampa bay on the other, together with a number of other natural features, render St. Petersburg an ideal location from many standpoints, whether it be those of the capitalist, manufacturer, artisan, tourist or healthseeker.

The advantages which St. Petersburg offers to the tourist and healthseeker alike are widely recognized, and it is due to its popularity as such, unassisted by industrial enterprises of any kind, that it has reached its present stage of civic progress. These advantages can also be used in the introduction of manufacturing interests, and to this end the enterprising citizens of St. Petersburg, who are alive to the situation, are at present bending their united energies.

St. Petersburg, with a population of 3500, is a deep-water port situated on Tampa bay, the southern terminus of the Sanford and St. Petersburg branch of the Atlantic Coast Line Railway, 9 miles southeast of Port Tampa and 18 miles southwest of the city of Tampa. Its accessibility from any part of Florida is therefore apparent. Much has been written of its fine school system, its well-paved and cleanly streets, its beautiful parks and residences, the orange groves surrounding its water and other features which never fail to attract the attention of those seeking a resort of singular beauty, but little has heretofore been said of the possibilities which this favored community offer from a practical and commercial standpoint. There is a fine opening here for a first-class hotel. Tourists and that fortunate class of American citizens who can afford to pass successive winters in a congenial climate are willing to pay for first-class service, and where this is available, in combination with such matchless natural attractions as are to be found in St. Petersburg, the incentive to visit and remain is irresistible.

A brick-manufacturing plant could be operated here to advantage, a machine shop and foundry, also fish-canning, cigar and furniture factories. There is urgent need for a laundry and cold-storage plant. A fertilizer-manufacturing plant could be successfully introduced here, also a knitting mill and shirtwaist factory, and as there is an abundant profusion of crude material in the form of cassava and palmetto growth for a starch and tannic-acid plant, respectively, in the near neighborhood, these industries could be successfully established. There is here also an opening for an abattoir, as meats must be shipped in from Tampa and other large centers to supply the needs of the community in that respect. This suggests a tannery, and with tannic acid available on the spot they could be operated either singly or in conjunction to good advan-

tage. The dazzling white sand, in inexhaustible supply from the dunes all along the Gulf and bay coasts, offer at a cost, which would not exceed that of obtaining it, a valuable material for glassmaking, while timber interests and the entire list of vegetable and fruit culture crown the inviting features which St. Petersburg offers. It is deserving of note that there are orange groves within a mile of St. Petersburg in every direction, excepting salt water, covering thousands of acres, which are from 30 to 40 years old. This would indicate that frost cannot reach this favored section to a degree of severity which would damage the fruit.

Two hundred buildings were erected in St. Petersburg last year, and construction work of this character for the present year will far outstrip that of 1905.

The city of St. Petersburg offers free sites for manufacturing purposes, and stock possibly up to 50 per cent. will be taken by its citizens in enterprises which offer reasonable promise of success, in addition to those already mentioned.

Two years ago it was decided by St. Petersburg's citizens to own and operate an electric-light, electric-car system and water-works. For this purpose a capitalization of \$250,000 was deemed necessary. This was subscribed readily, but it was found that more capital was required, and the actual investment now in the combination plant, exclusive of the water-works, is \$350,000. This will illustrate the progressive spirit of St. Petersburg. A gas plant is needed in St. Petersburg, and \$25,000 of the \$50,000 needed has already been subscribed.

A schoolhouse costing \$16,000 has been proposed by the educational committee of the city council, and there is reason to feel that the measure will be passed on favorably at next council meeting.

During a visit to St. Petersburg I was present when \$25,000 was subscribed within a brief space of the afternoon, making up a capital of \$50,000 necessary to put a new line of steamships into commission to ply between St. Petersburg and Tampa, connecting at latter port with the Seaboard Air Line Railroad. The name of the new steamship firm will be the Tampa Bay Transportation Co. Capt. C. E. Burns, an experienced navigator of the Great Lakes, the promoter of the new steamship line, formerly of Escanaba, Mich., will undertake the general management. The vessels have been purchased, and as soon as the new dock is completed, which it is expected will be by June 1, sailings will commence, two trips daily already being scheduled. It is worthy of note that passengers from Tampa will step from the steamboats of the company onto the waiting electric cars and thus be able to proceed to the chief business points of the city or to the end of the line, 11 miles distant, at Pass-a-Grille on the Gulf. Mr. F. A. Davis of the publishing firm of F. A. Davis & Co., 1914-16 Cherry street, Philadelphia, and his son, A. B. Davis, have done a great deal toward bringing St. Petersburg to its present flourishing condition. Through the efforts of these gentlemen wide publicity has been given St. Petersburg as an ideal location for those seeking health and recreation. Mr. A. B. Davis is also president of the Board of Trade, which comprises a combination of earnest level-headed business men who have prospered in the beautiful city by the sea and the bay, and who invite others to join in their prosperity.

JOHN BANNON.

It is announced that the Lexington (Ky.) Chamber of Commerce will raise a fund by subscription of the business men of the city to induce manufacturers and other new enterprises to locate in Lexington.

## IN KENTUCKY COAL FIELDS.

## New Concerns Exploiting the Bituminous Deposits.

[Special Cor. Manufacturers' Record.]  
Middlesboro, Ky., April 16.

The entrance of new capital in the development of coal fields in this region, the meeting-point of Kentucky, Tennessee and Virginia, is leading to the opening of new fields and an expansion of the mining industry in regions already placed under development. During the past few months, many new coal companies have been organized, although the present state of development is such that the railroad facilities have long been inadequate to properly handle the tonnage.

Three new local concerns have materialized lately. The Columbia Coal & Coke Co. and the Shamrock Coal & Coke Co., recently organized, are developing tracts of 500 acres each on the Middlesboro Belt Line, eight miles from here, in Claiborne county, Tennessee. Plants have been installed and a daily output of 1000 tons will be obtained at each operation. The Lee Coal Co., recently organized by local operators, has acquired a valuable acreage on the Virginia side, and preparations are under way for installing a modern plant at the operation, which is in Lee county. On the Kentucky side a several-mile extension of the Chenoe Railroad, in Bell county, a few miles from here, has been started. The new line will tap property recently acquired by the Excelsior Coal Mining Co. of Excelsior, Bell county. Some valuable coal seams exist on the land, and these will receive development as soon as the line is completed, which will be within a comparatively short time. Up the valley of Straight creek, 12 miles from here, the Louisville & Nashville has started an extension of the Straight Creek Railroad to tap valuable coal fields at the head of the valley. This extension will be completed within a few months. The Straight Creek Coal Co., which already has one of the largest operations in Kentucky in the valley, will develop farther up the line, and a great tonnage will soon be coming down the valley.

In Knox county the Coalport Coal Co. is a new organization composed of Barbourville (Ky.) operators. A large tract has been secured near Coalport, and openings are now being made. A modern plant is being installed, and shipments will be started within two months, as a two-mile branch railroad has already been built to the property. On the Bell county side the East Jellico Coal Co. of Artemus, Ky., is preparing to develop property on Greasy creek on an extensive scale. The new operation is tapped by a four-mile railroad. On the Kentucky-Tennessee border several operations have been started in the Clear Fork valley, which was opened for development purposes two months ago by the completion of a 15-mile railroad from Jellico, to be operated jointly by the Louisville & Nashville and Southern systems. The American Association controls the territory reached by the new line. This is an association of English capitalists, which has an office in New York city and a general office at this point, from which operations are directed. It is a leasing concern only. Probably \$10,000,000 have been expended by this concern in the Kentucky-Tennessee coal fields during the past 15 years in railroad construction and land buying. Some of the directors visited this region last week and expressed themselves as much pleased with the favorable conditions for economic mining.

The building of the Cumberland Railway from Artemus, Ky., to Jellico, Tenn., is progressing vigorously. This line, when completed, will constitute one of the most important coal-carrying roads in the South. In the region tapped by the rail-

road it is estimated 1,000,000,000 tons of coal lie dormant. The line will be 36 miles in extent. Ten miles have been completed.

Many of the operators in the older districts have had to greatly curtail their production all winter, owing to a scarcity of coal cars on the Southern and Louisville & Nashville systems, but this retarding feature is being gradually overcome. The Southern recently let a contract for the construction of yards at Arthur, Tenn., four miles from here, to facilitate the handling of coal from this region.

The strike of miners in Northern fields has been very advantageous to operators in the districts around this city. There are few union mines, and none of the miners have gone on a strike, as contracts are binding for eight months longer. Many orders are being received by wire and mail from Northern consumers heretofore served by Ohio, Illinois and Indiana mines.

W. S. HUDSON.

## The Iron and Metal Trades.

The *Iron Age* in its weekly review says: "Reports from the leading interest indicate that there has been a more general resumption of buying, the orders booked during the past two weeks having increased considerably, and extending practically over the whole field. Prior to that time, for upward of a month new orders did not equal current deliveries; in fact, there is again some uneasiness now over the possibility of an unmanageable amount of business.

"There have been further sales of steel rails for 1906 delivery, among the larger orders being 25,000 tons for the Southern Pacific and 20,000 tons for the New York Central, in addition to former purchases.

"The Tennessee Company has opened its books for 1907 at \$29, and has taken 42,000 tons for the Louisville & Nashville, 25,000 tons for another system, and has under negotiation about 60,000 tons more.

"In the Central West the market is practically bare of basic and Bessemer iron for this month, and what moderate quantities are likely to be available beyond that are virtually under option.

"In the Chicago district the market is firmer. There have been some fair sales of foundry and malleable Bessemer pig, and large contracts for the latter are looked forward to because the Western implement makers are now figuring on their season's requirements for malleable castings. A local Chicago steel interest is in the market for a round block of basic pig for the last half.

"Cincinnati, as the chief distributing market for Southern iron, does not report much business, but it reflects in somewhat higher quotations the friendlier attitude of the leading Southern producers to one another.

"The Eastern Pennsylvania steelmakers have bought additional tonnage, but the price has remained stationary at \$17.90 to \$18 delivered, with an occasional offering at a lower price."

## For Morgan City.

A stock company representing the progressive citizens of Iberville, Assumption, St. Mary, Iberia, St. Martin and St. Landry parishes, Louisiana, has been organized to further a movement between Morgan City and the Gulf of Mexico. It is thought that a 13-foot channel may be dredged for a sum not far from \$50,000, and the company was organized to raise the money and to secure action from Congress for the development of the port. The officers of the company are Messrs. Frank B. Williams of Patterson, president; Eugene A. Pharr of Morgan City, vice-president and manager; Walter J. Burke of New Iberia, secretary, and H. M. Cotton of Morgan City, treasurer.

## RAILROADS

[A complete record of all new railroad building in the South will be found in the Construction Department.]

## NEW LINES PROPOSED.

## Several Recent Railroad Incorporations Reported in the South.

Among the railroads recently organized in the South are the following:

The Franklin Southeastern Railroad Co., to build a line about 21 miles long from Franklin, Ga., to either Hogansville or La Grange, Ga.; capital \$200,000 to \$500,000. The incorporators are James S. Wright, A. J. Crovatt, Albert Fendig, Bolling Whitfield, William Nussbaum, Benito Padrosa, N. W. Walker, J. Y. Brame of Brunswick, Ga.; Edwin Brobston of Jacksonville, Fla., and C. W. Deming of La Grange, Ga.

The Arkansas Anthracite & Western Railroad Co., which proposes to build a line 65 miles long from Fort Smith, Ark., to Prairie View, Ark.; capital \$2,500,000. The directors are H. L. Remmel, F. W. Tucker, Charles McKee, J. F. Loughborough, George Heim and R. B. Chitwood.

The Cynthiana & Claysville Railway Co., to build from Cynthiana, Ky., to Claysville, Ky., 12 miles; capital \$14,000. The incorporators are Wade H. Lail, Geo. Hawk, A. Goldberg, B. T. Riggs, H. P. Van Deren, J. T. McCauley and J. T. Simon.

The Greenbrier & Western Railroad Co. of Clear Lick, W. Va., which proposes to build and operate railroads; capital \$50,000. The incorporators are James J. De Ran, John T. De Ran, John T. Smith, Thomas B. Heaton and Marion B. Gladson, all of Clear Lick, W. Va.

The Virginia Air Line Railway Co.; capital \$25,000. The incorporators are T. O. Troy president, Amherst, Va.; J. M. Robertson, secretary, Charlottesville, Va. This line, it is reported, will extend from Brems to Lindsay, Va., about 30 miles, making a connection between two divisions of the Chesapeake & Ohio Railway.

## NEW B. &amp; O. STOCK.

## Millions to Be Expended for Improvements, Extensions and Equipment.

The Baltimore & Ohio Railroad Co. has authorized the issue of \$27,750,000 of new stock, the proceeds of which are to be used for improvements, extensions and equipment. The business of this system shows a large increase as compared with last year, the net earnings for the first eight months of the current fiscal twelve-month displaying net earnings of \$18,509,944, or very nearly \$3,000,000 more than they were for the same period of the last fiscal year. This is an increase of about 16 per cent., and such growth of business is constantly demanding increase of facilities.

Among the work that the company now has on hand are the improvements in the terminals at Baltimore and Washington, a new pier at Baltimore, a new depot at Wheeling, W. Va., besides important revisions on the main line between Baltimore and Point of Rocks. The present capital stock of the Baltimore & Ohio Railroad is \$124,262,000, and the proposed new stock will increase it to more than \$152,000,000. In addition to this, there is very nearly \$60,000,000 of preferred stock. The improvements to be made in Baltimore alone will cost from \$7,000,000 to \$8,000,000.

## Western Maryland Improvements.

An official of the Western Maryland Railroad, referring to the recent purchase of five acres of land at Fulton Station,

Baltimore, informs the MANUFACTURERS' RECORD that no definite plans have been prepared relating to the amount of trackage which will be developed immediately on the property. He says that it is probable that the land will be very gradually occupied by track according to the demands of business, and that the work will probably be done by the company.

Construction is being rapidly pushed by the Western Maryland contractors on the improvement of its line north of Walbrook station, as well as south thereof. The work now going on to the north of that point is very heavy, consisting of a deep cut through a hill in which considerable rock is encountered. This is a revision of line which will eliminate a double curve. Immediately south of the cut a high fill is being made over a ravine, which will do away with a large trestling. It will require several months to complete this portion of the work alone, but the improvement is to be continued to a point about three miles further north, grades and curves being reduced to increase the freight-train capacity of the line.

## C. &amp; O. TO THE LAKES.

## Deal Reported Under Way for the Cincinnati, Hamilton &amp; Dayton.

A press dispatch from Cincinnati says it is semi-officially reported that the Chesapeake & Ohio Railway is about to close a deal for the purchase of the Cincinnati, Hamilton & Dayton Railway, the object being to use the latter for a route to the Great Lakes in connection with the Big Sandy division for the development of coal lands in Eastern Kentucky.

Should such a plan be carried out the Chesapeake & Ohio, in connection with the South & Western Railway, which will join it at or near Elkhorn City, Ky., would have a route from Toledo, Detroit, Chicago and other Lake points through to the Atlantic coast.

The Cincinnati, Hamilton & Dayton Railway, now being in the hands of Judson Harmon as receiver, any deal for the purchase of the property would have to receive the sanction of the court.

The MANUFACTURERS' RECORD has information leading it to believe that the Cincinnati, Hamilton & Dayton Railway from Cincinnati to Dayton, Ohio, will be acquired by the Chesapeake & Ohio Railway, which will have traffic rights over the rest of the road as far as Toledo. There also appears to be an understanding that the Cincinnati, Hamilton & Dayton will do nothing towards building a line into the Elkhorn (Ky.) region unless the Chesapeake & Ohio practically agrees to it.

## JACKSONVILLE TERMINAL.

## Considerable New Work for the Southern and Georgia Southern &amp; Florida.

The St. Johns River Terminal Co., Jacksonville, Fla., which is operated by the Southern Railway and the Georgia Southern & Florida Railway, proposes to spend a large sum for improvements. Mr. W. L. Pearce, superintendent, is reported as saying that work on the new freight terminals and storage yards will begin immediately to provide facilities for the rapidly-increasing business.

It is also reported that the company will soon begin work on the new freight station, which is to be built on East Bay street between Market and Liberty streets. This will be a brick building two stories high for half its length, the remainder being one story high. The freight yards will be situated immediately behind the station, and pavements of vitrified brick will be laid to permit teams to easily reach the cars on the sidings. It is also intended to erect a pier 400 feet long and 175 feet wide, besides a new coaling station.



**Texas & Gulf Reported Sold.**

The Gulf, Colorado & Santa Fe Railway, which is the Texas corporation of the Santa Fe system, has acquired the Texas & Gulf Railroad, according to reports from Texas. This line is an independent road running from Longview to Timpson, Texas, with six locomotives and about 40 cars. It is a standard-gauge line, and has built an extension southward from Timpson for about 16 miles. G. M. D. Grigsby is president; W. B. Ward, vice-president; F. T. Rembert, secretary and treasurer, and M. H. Lillard, general superintendent. It is further reported that the Santa Fe will connect with the Texas & Gulf by closing up the gap between Timpson and Center, Texas, 18 miles, and that it will also build northward from Longview about 100 miles to Paris, Texas, to connect with the Santa Fe's main line. W. C. Nixon of Galveston, vice-president and general manager of the Santa Fe, has, it is stated, been elected president and general manager of the Texas & Gulf. The chief engineer of the Santa Fe at Galveston is Mr. C. F. W. Felt.

**Davis to Turner Falls.**

Mr. Guy V. McClure, chief engineer and general manager of the Missouri Construction Co., writes from Davis, I. T., to the MANUFACTURERS' RECORD that the contract with the Davis & Turner Falls Railroad Co. covers a line six miles long from Davis to Turner Falls, in the Chickasaw Nation, Indian Territory. He also says that Turner Falls bids fair to become a popular summer resort in the Arbuckle mountains. The contracts are all let and engineers are in the field. The road is a heavy mountain line, but will be operated solely for passenger business.

Continuing, Mr. McClure says: "We are in the market for one or two Forney type 20-ton locomotives, standard gauge; also one light baggage and express car and from two to four open summer cars; also five miles of 40-pound new steel or 50 and 56 relays; shipments to be made in the next 60 days."

**Tampa to Sulphur Springs.**

The Tampa & Sulphur Springs Electric Railway Co. proposes to build a line connecting Tampa and Sulphur Springs, Fla. It is expected that the road will be ready for operation in November next. The franchise has been granted, the entire route surveyed and active construction work will be commenced within 90 days. The distance from Tampa to Sulphur Springs is five miles, but the total mileage of the road, due to street windings through the terminal points at each end of the line, will be 10 miles. Rails, rolling stock and electrical machinery for power purposes have for the most part been purchased, but considerable is yet needed. Ample capital is behind the enterprise, which is the project of H. H. Kirkpatrick, Johnson City, Tenn. Officers are not yet elected, but the headquarters are at Tampa, Fla.

**West Nashville Belt Line.**

Mr. Hunter McDonald, chief engineer of the Nashville, Chattanooga & St. Louis Railway, writes the MANUFACTURERS' RECORD from Nashville, Tenn., regarding the belt line in West Nashville. He says:

"This line extends from the West Nashville branch to the Nashville division of the Nashville, Chattanooga & St. Louis Railway, a distance of three miles, and will render available for manufacturing sites a large area of land lying on Richland creek.

"The phenomenal growth of manufacturing plants in Nashville in the past two years has made this extension a necessity,

as vacant sites on the West Nashville branch are very scarce.

"Contractors began grading on April 9, and it is hoped to have the line ready for operation by June 1."

**Norfolk & Southern Merger.**

In carrying out the merger plan of lumber railroads in Southeastern Virginia and Eastern North Carolina official circulars announce changes in officers as follow:

Mr. Marsden J. Perry has resigned as president of the Norfolk & Southern Railroad Co. and has been elected chairman of the board, while Mr. Frank S. Gannon has been elected president of the company.

Mr. J. T. Odell has resigned as president of the Virginia & Carolina Coast Railroad Co. and Mr. Gannon has been elected president to succeed him. Mr. Gannon has also been elected president of the Atlantic & North Carolina Company, which operates the Atlantic & North Carolina Railroad.

**Bostwick to Apalachee.**

Mr. John Bostwick, president of the Bostwick Manufacturing Co., Bostwick, Ga., writes the MANUFACTURERS' RECORD concerning the road as follows:

"A charter has been granted to myself, R. R. Jones et al. under the name of the Bostwick Railroad Co. This company proposes to build a railroad from Bostwick, Ga., to Apalachee, Ga., a distance of six miles, and connect with the Central of Georgia at Apalachee. Mr. W. B. Thomas of Atlanta, Ga., will have charge of the engineering corps and will begin surveying and locating the route on the 21st inst."

**Stillmore Air Line Reported Sold.**

Dispatches from Savannah, Ga., report the sale of the Stillmore Air Line, 54 miles long from Collins, Ga., on the Seaboard Air Line, to Wadley, Ga., on the Central of Georgia Railway. George M. Brinson is said to have sold the road to President J. F. Hanson and Vice-President A. R. Lawton of the Central of Georgia Railway, and H. P. Smart has been elected president of the Stillmore Air Line to succeed Mr. Brinson. The purchased road has connections with several other lines, and its equipment consists of 6 engines and 17 cars.

**Montgomery Lines Merged.**

The Montgomery Traction Co. and the Montgomery Street Railway Co. of Montgomery, Ala., have, according to a dispatch from that city, finally consolidated, fulfilling the plans heretofore announced, thus carrying out the merger of these two roads with the Suburban Railway, the combined properties to be operated by the Montgomery Traction Co. The board of directors are R. D. Apperson, J. D. Morseley, Ray Rushton, W. H. Ragland, J. B. McEntire, B. P. Crum and C. C. Hogshhead.

**Tidewater Preparing to Operate.**

The Tidewater Railway Co. is reported to be completing as rapidly as possible its export and local terminals at Sewell's Point, Va., and also on Paradise creek, south of Portsmouth, Va. It is said that within a few months local trains will probably be operated over as much of the line as is then finished. Passenger traffic is to be handled in time for the opening of the Jamestown Exposition, giving communication from Suffolk, Norfolk and other points to the exposition.

**Kansas City to Denison.**

According to a report from Kansas City, E. H. Harriman, president of the Southern Pacific Company, is considering plans to build a railroad from Kansas City, a terminal of the Union Pacific, to Denison,

Texas, to connect at the latter point with the Houston & Texas Central line. It is further reported that Stuart R. Knott, formerly president of the Kansas City Southern Railroad, is representing the Harriman properties in this plan.

**Railroad Notes.**

The Southern Railway Co. announces the following appointments effective April 16: Mr. R. L. Potts, traveling freight agent, Lynchburg, Va., vice Mr. W. A. Taylor, resigned to accept service elsewhere; Mr. R. D. Miller, soliciting freight agent, Norfolk, Va., vice R. L. Potts, transferred.

The annual convention of the International Railway General Foremen's Association is to be held at St. Louis, Mo., beginning at 10 A. M. Tuesday, May 8. W. H. Graves is president, and E. C. Cook, secretary, the former at Alexandria, La., and the latter at the Wainwright Building, St. Louis, Mo.

Mr. J. T. Harahan, second vice-president of the Illinois Central Railroad, is reported as saying that contracts have been let for double-tracking from Memphis northward, and that while the company will not now double-track the entire line of the Yazoo & Mississippi Valley Railroad, additional track will be laid as traffic increases.

The Coal & Coke Railway Co., W. H. Bower, general manager, announces the following appointments, effective April 12: Mr. J. A. Emmart, purchasing agent; Mr. I. K. Dye, general freight and passenger agent, with headquarters at Elkins, W. Va.; Mr. Charles E. Turner, superintendent of motive power, with headquarters at Gassaway, W. Va.

**The Texas Glass Co.**

For some time past the Texas Glass Co. has been investigating cities in Texas, seeking a site for a plant that will manufacture bottles, jars and other similar glass vessels. The MANUFACTURERS' RECORD can now authoritatively state that the works will be built at Beaumont and will cost complete about \$50,000 or more. No architect or engineer has been appointed nor size and character of buildings decided, and proposals of contracts specifying all particulars, together with complete glass-working and electrical equipment, are solicited. Mr. Henry Forbes, Sr., 702 East Cincinnati avenue, San Antonio, Texas, is president; L. F. Chester, vice-president and treasurer; Ira P. Hildebrand, secretary; J. B. Mosby, director, and Henry Schnell, formerly president and superintendent of the Alexandria (Va.) Glass Works, will be manager. The president can be addressed for the present, but offices will be established at Beaumont also. It is the intention of the company to have the plant in operation by September 1.

**Stakes for Lumber Cars.**

At a conference of railroad officials and representatives of the National Association of Lumbermen held in Pittsburg, Pa., on April 12 it was agreed that four railroads against which the lumbermen's association had suits pending would equip gondola and flat cars with a telescopic steel stake. It is understood that if the agreement is executed all trunk lines east of the Mississippi river will be so equipped.

**Yellow-Pine Timber Wanted.**

The MANUFACTURERS' RECORD is advised by a Southern correspondent that he wants to purchase, in fee simple preferred, from 10,000 to 20,000 acres of yellow-pine timber in one body. Principals are invited to write, giving full description, estimates, lowest price and terms. Address P. O. Box 1064, Augusta, Ga.

**LUMBER**

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

**North Carolina Hardwood Men.**

Hardwood stumpage owners and manufacturers of Western North Carolina will meet at Asheville May 5 to discuss the lumber interests of that section and also to consider consolidation with the Hardwood Manufacturers' Association of the United States. Mr. Lewis Doster, secretary of the national body, in discussing with the Asheville Citizens the coming meeting, said:

"The Hardwood Manufacturers' Association of the United States has 250 members and operates about 650 saw-mills. It embraces the products of 22 States, representing an annual output of 1,350,000,000 feet of hardwood lumber. This organization was formed in June, 1902, with the object in view of effecting uniform methods of business dealing between the producer and the consumer. In the past, or prior to the organization of this association, the method of grading the lumber then in vogue was in a serious condition. Various kinds of rules had been formerly adopted by local buying organizations, with the result that the rules for grading lumber adopted by different cities, such as Philadelphia, New York, Boston, Buffalo, Indianapolis, Chicago and other cities, disagreed with one another, and it was impossible for the saw-mill producer to successfully market his product. It also disturbed the uniform values of the product owing to these influences, and it was evident from the beginning of this association that immense benefits were obtained by the concerted action of the saw-mill men. As this section of the country is being so rapidly developed, and will be the center of production of the kinds of woods covered by our association, it became evident that it was necessary to formulate plans for concerted action to protect and support the shippers of lumber. The Hardwood Manufacturers' Association is formed for the purpose of studying the conditions existing in the different sections of production and to effect measures which develop themselves by meetings of the various districts. It studies the comparative values of the different kinds of material being sold upon the market to avoid unnatural substitution, and, in addition to this, gives to all of the members the results of its work, together with statistics, which at all times are of benefit for the saw-mill man to know while he is in the timber developing his product.

"The most important bureau is the department of grades, which is composed of salaried inspectors located in the various consuming points for the purpose of inspecting shipments of lumber which are disputed as to the grade.

"Meetings similar to the one which will be held in Asheville have been held in other sections of the country where production is represented, and an extreme interest is shown by the operators for the purpose of protection. Judging from the interest shown by various producers seen on my present trip, it is evident that a good, representative meeting will be held in Asheville and an organization effected that will not only be a credit to the saw-mill fraternity, but will assist in advertising the business of this section and pave the way for a broader market and naturally cause more buyers to visit this section of the country."

**Wants White-Oak Ties.**

The Wheeling Traction Co. of Wheeling, W. Va., will be in the market within

the next two weeks for 2000 white-oak ties, sawn 6 inches by 8 inches by 8 feet long, delivered at Wheeling, W. Va., and Steubenville, Ohio.

#### Sabine's Commercial Importance.

Mr. F. H. Robinson, secretary of the Chamber of Commerce of Sabine, Texas, who is devoting his attention to the promotion of Sabine as a port, recently visited different sections of East Texas for the purpose of inducing lumber shipments through Sabine Pass. In an interview with the Galveston (Texas) *News* Mr. Robinson is reported as saying:

"Sabine, while a very small city, with a population of perhaps 4500 people, is gaining rapidly in importance as a port. Our business in all lines last year showed a substantial increase over the business of 1904, and under the circumstances we have every reason to feel elated over our prospects. Our oil clearances last year showed 130,625,395 gallons, an increase of 8,593,398 gallons over 1904, while lumber and timber clearances were 14,667,697 feet, an increase of 6,375,639 feet over the preceding year. The exports consist of lumber and timber, sashes, doors, etc., while the imports consist chiefly of iron, pitch, tar paper and creosote oil.

"We are hoping to be able to increase our imports very materially this year. The Union Sulphur Co., which has its mines in Louisiana, about 50 miles east of Beaumont, is now building a canal 16 miles in length to connect with Sabine river, thus giving water transportation to Sabine lake. Both Sabine and Port Arthur are holding out inducements for the company's export business in the way of wharfage front, and if our port gets it it will mean quite an increase in our tonnage. The daily output of the company's mines is from 1200 to 2000 tons of crude sulphur, and this means something to the port which secures the business, as much of this product will be for export.

"Sabine is reasonably safe from high water. Through dredging operations the city now rests upon land from six to seven feet above mean low tide. The drainage is from the water-front, and the water is carried away through a canal which empties into Texas bayou, and through this stream reaches Sabine Pass.

"While the last survey of the channel gives about 22½ feet at mean low tide, recently a number of vessels during high tide have entered the channel drawing 25 feet. Just now Charles Clarke & Co. of your city are repairing the jetties, for which there is available from the appropriation \$90,000. According to the original plans, the east jetty is to have a length of 25,270 feet, while the west jetty is to be 21,870 feet in length. While a portion of the work has been done to the end, the completed portion is about three-fourths of the entire length. The distance between the jetties near the upper end is 4000, while the distance at the outer end is 1700, creating a sort of funnel, which increases the flow of the current. Sabine is endeavoring to interest lumber shippers in the utility of Sabine Pass as an export point, and finds considerable encouragement where full cargoes can be supplied to vessels, but with regular sailings from Galveston to foreign points, delivering lumber shipments in any quantity required, there is poor prospect of doing more than the usual export business at Sabine Pass."

#### Lumber Industry of Kentucky.

From the preliminary statement of the census bureau the *American Lumberman* of Chicago, Ill., has compiled some very interesting figures showing the extent of the lumber industry in Kentucky. Since the census of 1900, when 3648 plants with a capital each in excess of \$500 reported,

there has been a gain of 89, while the investment in manufacturing plants has increased from \$87,995,822 in 1899 to \$147,282,478 in 1905. As against 4356 salaried employees engaged in 1899, there were 5853 in 1905, the compensation increasing from \$4,185,631 in 1899 to \$5,871,247 in 1905. In the number of wage-earners employed in 1905 there is an increase of nearly 100 per cent. as compared with the number employed in 1899, the figures being 59,794 and 31,735, respectively. The aggregate paid for wages in 1899 was \$18,454,252, and in 1905 \$24,438,684. Miscellaneous expenses increased from \$18,115,195 to \$20,530,852, and the cost of material from \$67,406,202 to \$86,545,464. There was an increase in the value of the output from \$126,508,660 to \$159,753,868. Referring to the lumber business, the figures show that in the number of operators there is a decline from 991 to 951, while the capital invested was reported in 1899 at \$8,754,861, and in 1905 at \$15,074,811. There is an increase in the number of salaried officials from 425 to 611, and an increase in salaries from an aggregate of \$323,588 to \$676,789. The number of wage-earners increased from 10,652 in 1899 to 11,465 in 1905, and the compensation from \$3,430,756 to \$4,545,880. Miscellaneous expenses of the lumbermen advanced from \$958,472 to \$2,042,712; the cost of materials rose from \$7,134,888 to \$8,028,879, and the value of the product increased from \$15,230,050 in 1899 to \$19,132,251.

#### Wood for Veneer Stock in 1905.

Basing conclusions on reports to the forest service from 93 veneer manufacturing companies, it is probable that, with the possible exception of the manufacture of pulp wood, no lumber-using industry has made such rapid development in this country as the veneer industry. Until very recently the opinion prevailed that only a few classes of wood could be used in this industry, but, according to the reports above referred to, 24 species are mentioned. The total amount of wood used for veneer stock in 1905 aggregates 138,646,000 feet, log measure, which would probably total 166,000,000 feet board measure. It is interesting to note the different kinds of wood used, with the amounts of each: Red gum 29,739,000 feet, 21.5 per cent.; yellow poplar 20,513,000 feet, 15 per cent.; maple 18,643,000 feet, 13.4 per cent.; cottonwood 13,942,000 feet, 10.1 per cent.; white oak 10,639,000 feet, 8 per cent.; birch 9,983,000 feet, 7 per cent.; basswood 8,994,000 feet, 6.5 per cent.; pine 5,315,000 feet, 3.8 per cent.; elm 4,309,000 feet, 2.9 per cent.; red oak 3,892,000 feet, 2.8 per cent.; ash 1,893,000 feet, 1.3 per cent.; beech 1,200,000 feet, .8 per cent.; other species, including sycamore, tupelo, chestnut, hickory, pecan, butternut, cherry, spruce, cypress, hackberry, locust and willow 9,584,000 feet, 6.9 per cent. The proportion of veneer stock manufactured in the leading States is as follows: Wisconsin, 17 per cent.; Tennessee, 14 per cent.; Indiana, 10 per cent.; New York, 10 per cent.; Missouri, 9 per cent.; South Carolina, 9 per cent. The forest service will issue a fuller report when complete returns have been received.

#### Wood for Boxes in 1905.

Reports received by the forest service from 292 box factories in New England show that during the past year there was a total of 600,493,000 feet of lumber used, valued at \$8,831,000, delivered at the factories. Of this, the different classes and amounts of lumber were as follows: White pine 491,302,000 feet, 81.1 per cent.; spruce 59,354,000 feet, 9.9 per cent.; hemlock 25,945,000, 4.4 per cent.; beech, birch and maple 8,442,000 feet, 2 per cent.; fir 7,964,000 feet, 1.4 per cent.; other woods,

including poplar, chestnut, basswood, pitch pine and a small quantity of yellow pine, 7,486,000 feet, 1.2 per cent. The proportion as consumed by each State is shown to be: Massachusetts, 48 per cent.; New Hampshire, 21 per cent.; Maine, 20 per cent.; Vermont, 7 per cent.; Connecticut, 2 per cent., and Rhode Island, 2 per cent. In the above figures are included the lumber used in making all kinds of boxes, such as lock-corner, dovetail, nailed boxes and box shooks. The consumption of white pine, which was nearly five times as much as all other kinds of wood combined, shows its importance to the boxmakers of this section. The forest service will issue a full and detailed statement of the kinds and amounts of wood used in these States later.

#### Building Record of Dallas.

The report of Building Inspector L. L. Bristol of Dallas, Texas, shows a total of 404 permits issued during January, February and March of 1906, representing a valuation of \$552,789. There is a number of prominent buildings to be erected in the city within a short time, indicating that the present quarter will show more activity than the one just ended. Among buildings to be erected are the following: High school, \$150,000; ward schools, \$50,000; city jail, \$25,000; Holy Trinity College, \$210,000; Harris-Lipshitz, \$100,000; Sanger Bros., \$100,000; Y. M. C. A., \$100,000; new hotel, \$250,000; Columbian Club, \$50,000; Fulton Bag Co., \$50,000; natatorium, \$30,000; McKinney Avenue Baptist Church, \$35,000; Woodmen of the World building, \$15,000; Knights of Pythias temple, \$15,000; Scottish Rite temple, \$150,000. This aggregates more than \$1,000,000 and does not include a number of residences to be erected at costs ranging from \$8000 to \$25,000. There is also work to be done at Fair Park which will total about \$100,000, while it is expected to expend about \$75,000 at Cliff Park, in the Ninth ward.

#### Naval Stores Export Co.

At the annual meeting of the stockholders of the Naval Stores Export Co. at Jacksonville, Fla., last week there was an attendance of nearly 300. President Coachman in his report reviewed the operation of the company and called attention to the bill in Congress which provides for putting alcohol on the free list, stating that if it became a law alcohol would be used for a good many purposes that turpentine is now used for. A resolution was adopted declaring for the liquidation of the company, but the retention of the organization. It was also declared that the agreement with the S. P. Shetter Company for the retirement of the Naval Stores Export Co. for a period of five years was void. Officers were elected for the ensuing year as follows: W. M. Toomer, president; W. J. Kelly, vice-president and treasurer; Ph. Winter, secretary and assistant treasurer. The new board of directors consists of W. M. Toomer, W. J. Kelly, C. H. Barnes, Walter Ray, John H. Powell, D. M. Flynn, J. S. Shingler.

#### Large Lumber Operations.

Mr. C. A. Heagy of Suffolk, Va., is reported as promoting the organization of the Great Park Co-operative Land, Lumber & Mercantile Co. with a capital stock of \$2,000,000 for the purpose of constructing and operating a large woodworking plant and conducting general supply stores at Canaan, in Pasquotank county, North Carolina. It is said that the incorporators own 50,000 acres of timber land in Perquimans, Pasquotank, Camden, Currituck, Chowan, Tyrrell and Washington counties, North Carolina, and Norfolk county, Virginia, and will erect a plant

to cost about \$200,000. It will be located in Pasquotank county, and manufacture baskets, brackets, trays, boxes, etc. It is estimated that the property will cut more than 1,000,000,000 feet of lumber, consisting of pine, cypress, gum, cedar, oak, ash, maple, dogwood, holly, etc., and more than 1,000,000 feet of pine and cypress piles 75 to 100 feet in length.

#### Creosoting Plant.

In response, perhaps, to a growing demand for lumber that has been treated with some preservative in order to lengthen its life, which demand is due in a great measure to an apprehension that the timber supply is not adequate to meet future requirements, there seems to be a decided tendency for the establishment of creosoting plants in the South. The latest enterprise of this character projected is one to be erected by the Shreveport Creosoting Co., Lock Box 516, Shreveport, La. This company will erect a plant to have a capacity of treating 1,000,000 ties and 9,000,000 feet of lumber, and will represent an investment of \$100,000. Officers of the company are Messrs. George W. Signor, president; S. H. Bolinger, vice-president, and W. W. Burton, secretary. Mr. W. R. J. Stratford will be the engineer and architect in charge of construction.

#### Retail Lumber Dealers.

The Retail Lumber Dealers' Association of Texas met at San Antonio last week. Before adjournment Houston was selected as the place for the next meeting and the following officers and directors were elected: President, Ernest Steves, San Antonio; vice-president, John Darnell, Fort Worth; secretary-treasurer, Carl F. Drake, Austin, for life; directors, W. B. Brazleton, Cecil Lyon, B. F. Williams, S. T. Sufford, E. H. Largo, J. E. Whitesall, Norul Doke, G. H. Moore, J. R. Darnell, T. A. Lowe, A. W. Miller, W. C. Vaughan, S. P. Darnell and J. M. Rockwell.

#### To Develop Timber Lands.

It is reported from Mobile, Ala., that negotiations have been concluded in that city by Messrs. Mann, Watson & Co. of Muskegon, Mich., for the purchase of the timber rights on 3000 acres of land on Mon Luis Island. The property is owned by J. J. Delchamps, negotiations having been conducted by Messrs. Sossaman & Costello. It is stated that the purchasing company has declared its intention to erect a large saw-mill on the land at once for the purpose of developing the timber.

#### Lumber Notes.

Lumber shipments from Gulfport, Miss., during the first three months of 1906 amounted to 71,273,000 feet.

Naval-stores shipments from Tampa, Fla., for the year ended March 31 were valued at \$773,284, as follows: Rosin 82,254 barrels, valued at \$332,604; turpentine 765,811 gallons, valued at \$440,680.

Messrs. L. M. and H. P. Riddelsperger, W. H. Heck, John S. Bayer, William Hague, J. G. Greene and H. D. Grunder have incorporated the Penn Lumber Co. of Biene, Ark., with a capital stock of \$100,000 for the purpose of conducting a general lumber and milling business, etc.

The Harrison Naval Stores Co. of New Orleans, La., has been incorporated with a capital stock of \$400,000 for the purpose of manufacturing lumber, naval stores, etc., and will begin operations as soon as \$150,000 shall have been paid in. Officers of the company are Messrs. R. M. Davis, president; W. B. Gillican, vice-president, and J. E. Giovanni, secretary and treasurer.



**MECHANICAL****Mill Illuminated by Concentric Diffusers.**

Three accompanying views are of interest, showing the Hoskins Mill at Charlotte, N. C.,

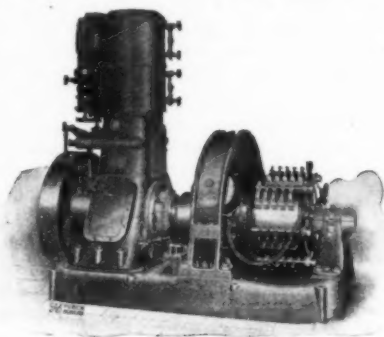


FIG. 1.

lotte, N. C., lighted throughout by arc lamps equipped with concentric diffusers.

This mill was built last year, and is situated on high land in the suburbs of Charlotte. Its output is fine sheetings, using No. 50 and No. 60 yarns. The main building is three stories high, 300 feet long and 100 feet wide. Prism glass is used in the windows, giving an unusually good distribution of light during the day. The management believed that it was important to have first-class lighting during the entire run, and although it was not the intention to run at night, the best artificial light was sought to fill out the day run.

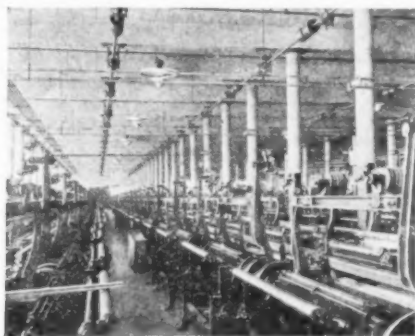
The lighting proposition was left largely in the hands of F. D. Sampson of Charlotte, now general superintendent of the Catawba Power Co. The entire lighting equipment was furnished by the General Electric Co., and was installed under the immediate supervision of Mr. Sampson.

The arc lamps with concentric diffusers, with which the mill is lighted, are operated by a "marine set" consisting of a vertical tandem compound engine direct connected to a 75-kilowatt 310 revolutions per minute 125-volt generator, shown in Fig. 1. The switchboard is of black enameled slate, equipped with eight feeder switches and standard General Electric instruments. (See Fig. 1.)

The weaving-room (Fig. 2) occupies the entire first floor, and contains 580 40-inch looms. This room comprises an area of 31,719 square feet, and is lighted by 38 arc lamps with concentric diffusers, the energy used amounting to 0.75 watts per square foot.

The second floor is used for carding,

The spinning room (Fig. 3) is on the third floor, and contains 100 spinning-frames and a total of 26,440 spindles. The total area is 24,250 square feet, and the room is lighted by 20 arc lamps with concentric diffusers, the energy consumed amounting to 0.51 watts per square foot.

FIG. 2.  
MILL ILLUMINATION BY CONCENTRIC DIFFUSERS.

The first staple the Diamond Company offers is the "Diamond" I-Beam Axle and Steering Knuckle, made under the Lindsey patents and illustrated herewith. It is described as follows: The I-beam of special section is rolled straight from one piece of stock in either 50 carbon stock

many times the cost of installation, its use is almost imperative.

Messrs. Frank L. Patterson & Co., 30 Cortlandt street, New York, are manufacturers of a complete line of feed-water heaters, giving particular attention to their well-known Berryman type, both

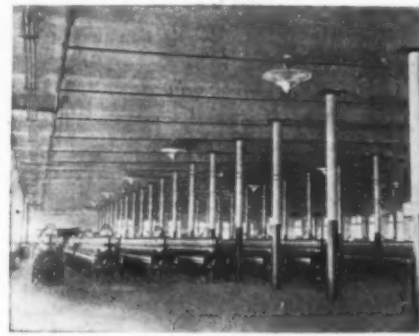
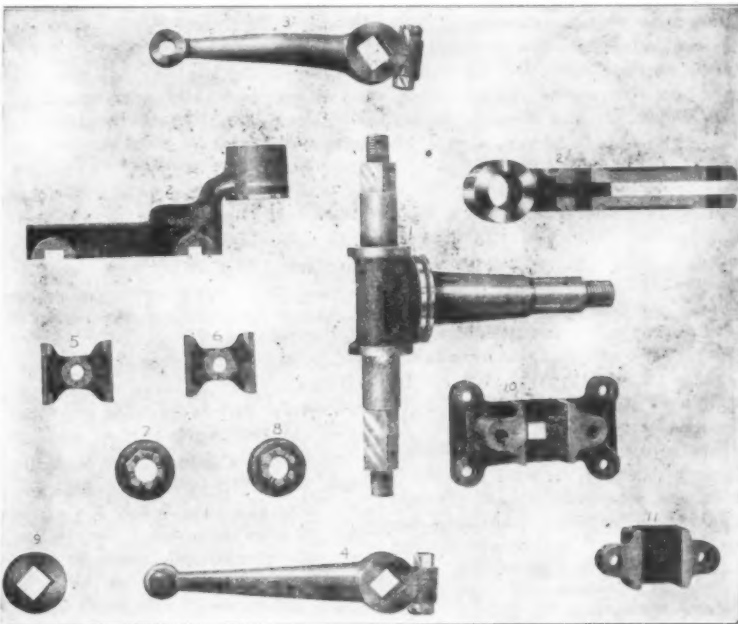


FIG. 3.

**Diamond Steering Knuckles and I-Beam Axles.**

The Diamond Chain & Manufacturing Co. of Indianapolis has decided to extend its activities in the direction of making

or chrome-nickel steel, eliminating treacherous welds and brazed joints. The forgings of yokes and spindles are simple and the factor of safety larger than in any other construction. Steering arms can be



PARTS OF DIAMOND KNUCKLES AND AXLE.

automobile parts and automatic machinery. Its plant for making chains is an extensive one, and it has also a large machine department. The company will take on a few staples, as well as manufacture

adjusted to suit any desired coupling, front or rear steerer or right or left, with same parts. Yoke bearings hold wheel in vertical line, and the T-shaped spindle gives a greater bearing surface than other methods. The spring seat is adjustable to any desired position, is strong and rigid, and will not flatten from action of spring. The entire axle permits of lighter construction, and has been designed for safety, strength and long life. It is adapted for cars of light weight, and particularly recommended for touring cars and trucks.

The axles will be equipped with hubs of special design fitted with ball or roller bearings.

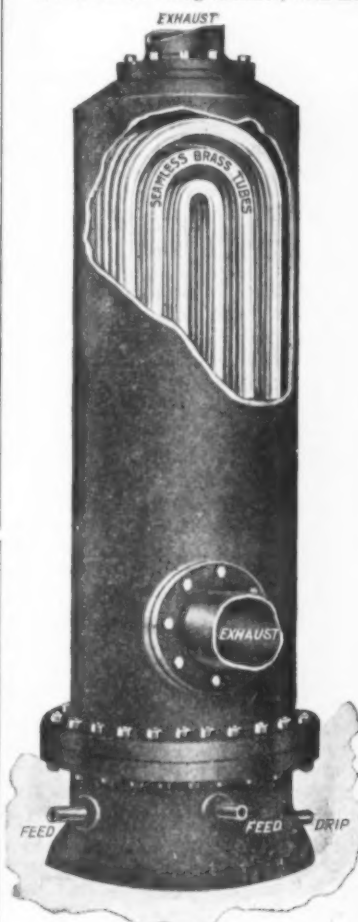
**Don't Waste Exhaust Steam.**

The use of exhaust steam for heating feed water for boilers is now so universal and its economy is so well known that it may seem superfluous to mention it, but there are some steam plants where this valuable product is wasted. Their owners do not realize that the exhaust steam, escaping so freely into the air, contains heat that could be utilized in reducing coal bills from 10 to 20 per cent. A boiler plant should have a feed-water heater. As the price of fuel saved each year is often

in the steam-tube and water-tube styles.

The most popular of their heaters is the Patterson water-tube Berryman feed-water heater and purifier, which is made with cast-iron shell enclosing a nest of "U"-shaped seamless-drawn brass tubes. By the patented arrangement of the base the water is caused to circulate through one entire bank of tubes at a time, thus passing through the exhaust steam, which is contained in the shell, as often as there are rows of tubes in the heater, depending upon its size.

The concave settling chamber, with mud

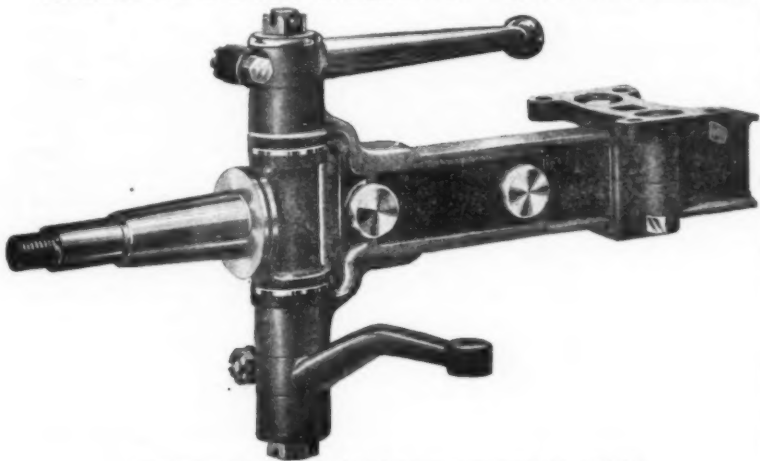


UNIVERSAL WATER-TUBE FEED-WATER HEATER.

(See "Don't Waste Exhaust Steam.")

blow at lowest point, is one of the principal features of this heater.

The Universal feed-water heater is identical with the Patterson-Berryman heater and purifier, excepting that it has no settling chamber. The tubes and the shell are the same as in the higher-priced heater, but on account of there being no settling chamber it is sold at an extremely low price. For localities where the feed water is of such quality as not to require the use



DIAMOND STEERING KNUCKLES AND I-BEAM AXLES.

drawing and slubbers, comprises an area of 24,250 square feet and is equipped with 19 arc lamps with concentric diffusers, the energy used amounting to 0.49 watts per square foot.

automobile parts from individual specifications. Exclusive selling arrangements have been made with Hayden Eames, Cleveland, Ohio, to market this end of the "Diamond" product.

of a settling chamber this heater is as good as the other, as it will heat the feed water just as hot and it is equally durable.

Where it is desired to carry a large body of water in storage, the steam-tube Berryman heater is recommended.

Messrs. Patterson & Co. sell under strong guarantee, and it is understood that any of their heaters not found to be entirely as represented or which develop any imperfection in workmanship or material are returnable at their expense.

## FOREIGN LETTERS

The MANUFACTURERS' RECORD is so widely read in foreign countries that we are in constant receipt of many letters from all parts of the world. Some of these letters indicate the disposition of foreigners to buy American goods, and are therefore of interest to our readers.

### Sales in Holland.

The International & Industrial Exhibition & Sale Co., Amsterdam, Holland:

"We have opened for business an exhibition company for all industrial articles, and are thus enabled to offer the manufacturer exceptional advantages, which are only possible when conducting operations on a broad basis. Our main office and exposition building is at Amsterdam, and agencies are situated in all the towns of the Netherlands. We shall open branches in all the principal European cities, so that our subscribers will not only be represented in the Netherlands and the Netherlands Indies, but will enjoy the same privileges throughout Europe. We have organized a permanent international industrial exhibition at our city, where our principals will be enabled to have their goods on continuous exhibition, while we on our part as their agents can there visibly demonstrate the construction and quality of their articles. Needless to say, we cannot act as agents for any parties who do not exhibit their goods."

### Mining Tools for Spain.

Luis Garcia, Canovas, Cartagena, Spain:

"I shall be under many obligations to you if you will put me in communication with some leading American house which manufactures steel and iron tools for mining and steel cables for use in mines, especially if they desire a traveling agent in Spain. I am anxious to solicit trade in such goods. I have great interests and many connections in all the mining districts, and am assured of a good trade if I can find a suitable house that wishes my services."

### Nickel-Plating in Mexico.

L. M. Rodriguez, Leon, Gto., Mexico:  
"Will you kindly place J. Ysabel, Becerra, of this city, in touch with manufacturers of nickel-plating machines and trunk and harness hardware. He is a cash man, and is most anxious to reach the manufacturers directly to avoid the middleman and to get factory prices. He owns the largest store in this city of 100,000 inhabitants, and after dealing in the European markets for many years he has concluded to get all his goods from the United States."

### Iron and Steel in Russia.

Eliash & Tsikinowski, Uwan, Russia:  
"The main outlet in this region is for iron and steel products, and we would be obliged to you for names of American manufacturers in that line. We do business solely as a commission house."

### Pig-Iron Wanted.

The Benthall Machine Co. of Suffolk, Va., writes the MANUFACTURERS' RECORD that it is in the market for pig-iron for making machine castings.

## TEXTILES

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the MANUFACTURERS' RECORD. We shall be glad to have such matter at all times, and also to have any general discussion relating to cotton matters.

### To Find the Unsold Cotton.

In response to the request of President Harvie Jordan of the Southern Cotton Association, Mr. John D. Walker of Sparta, Ga., president of the First National Bank of that place and having other financial connections, who is widely known by reason of his work in behalf of the Southern Cotton Association last year among the banks of the South, has undertaken to ascertain from the bankers of those States in the South where most of the unsold portion of the 1905 cotton crop is now held the real situation and also the sentiment of the farmers and bankers of these States with regard to what shall be done with the cotton now on hand. Mr. Walker addressed a letter to every bank in Georgia, North Carolina, South Carolina, Alabama and Mississippi, and asked them various questions in regard to conditions in their respective localities. He has received over 1000 replies, and nine-tenths of the bankers say that they are not only willing to furnish the farmers money with which to hold the cotton, but that they are able to carry it for the farmers until July, if necessary. Several hundred thousand bales of cotton are owned by the farmers upon which nothing has been borrowed, showing that the farmers are in splendid financial condition and strong enough to hold their cotton indefinitely if they wish to do so. The sentiment prevailing in the South, as indicated by 90 per cent. of the replies received by Mr. Walker, is in favor of much higher prices for cotton.

This work on the part of Mr. Walker among the banks of the South shows that the farmers not only have the backing and support of the bankers, but that their position is so strong that they need not sell their cotton until they get ready to do so.

### Hosiery Manufacturers.

Mr. C. B. Carter, Knoxville, Tenn., secretary-treasurer of the National Association of Hosiery Manufacturers, is circulating detailed information regarding the conditions of the exhibition of knitting machinery, etc., to be held at Philadelphia, May 21 to 26, in connection with the annual convention of the association in that week. A large building on Chestnut street between 8th and 9th has been leased solely for the exhibition; the hall will be well lighted and will be supplied with electric power, and the association will have a superintendent of exhibits, with watchmen and janitors to give general care to them.

### Woolen Mill for Chattanooga.

The proposed woolen-mill company at Chattanooga, Tenn., referred to last week will soon be organized, and J. L. Hutcheson, secretary-treasurer of the Park Woolen Mills, Rossville, Ga., will be elected president, and W. H. Reddick will be superintendent. The other officers have not been decided on, nor has the time for opening building and machinery bids been determined. It is the company's plan to erect a modern building and install 7200 spindles, 200 looms and 12 sets of cards for the manufacture of cassimeres for men's wear. This plant will employ about 250 operatives.

## Textile Notes.

The Jackson (Tenn.) Woolen Mills expects to begin soon the erection of buildings to replace its plant burned some time ago.

The Farmers' Educational and Co-operative Union of Tyler, Texas, is considering the advisability of establishing a cotton factory.

It is rumored that Messrs. John M. Rhodes of Lincolnton, N. C.; L. M. Hoffman of Dallas, N. C., and associates are planning to build a 15,000-spindle mill in Dallas.

The Virginia Cotton Mills of Swepsonville, N. C., has awarded contract for additional machinery to be installed in its plant, which at present has 8000 spindles and 200 looms.

The Aycock Hosiery Mills will erect a two-story building 40x200 feet at a cost of \$10,000 and install about \$50,000 worth of machinery for manufacturing hosiery at South Pittsburg, Tenn.

The Mission Knitting Mills of Chattanooga, Tenn., will begin operations with six machines, manufacturing 84-needle mixed half-hose. This company was referred to recently as to establish a plant. It is an experimental enterprise, and will enlarge from time to time as demands warrant.

The Ashley Manufacturing Co., which was incorporated last week, will take over and enlarge the Newberry Knitting Mills at Newberry, S. C. This latter plant was recently purchased by J. A. Blackwelder, who, with J. D. Davenport, incorporated the Ashley Manufacturing Co. with a capital stock of \$30,000.

Regarding recent reports that Boston capitalists will build a cotton mill in Texas, it can be stated that several propositions have been discussed in reference to the erection of such a plant, but no final arrangements have been completed. Mr. J. G. Burney of Austin, Texas, has conferred with some capitalists regarding an advantageous location in this city.

The Warioto Cotton Mills of Nashville, Tenn., will not receive the machinery to equip its plant until after July 1, when the company takes possession of the old Tennessee Manufacturing Co. property. Some 20,000 spindles and 500 looms will be installed, and contract for the looms was referred to last week as having been awarded to the George W. Stafford Company of Readville, Mass.

The Wah Ree Knitting Mills of Taboro, N. C., recently reported incorporated, has elected the following directors: Messrs. C. W. Jeffreys, Claude Wilson, George A. Holderness, George Howard, Don Williams, H. T. Bryan, H. A. Gilliam, W. S. Howard, Joe Cobb and John A. Weddell. This company is capitalized at \$100,000, but will invest \$40,000 to start with. Details of plant are now being considered.

### Coal-Land Development.

Eastern capitalists have purchased about 800 acres of coal lands from William Lynch of Dawson Springs, Ky., and will organize a company to be capitalized at \$150,000 for its development. The property is located on the Illinois Central Railroad near Dawson Springs, and is said to contain a good quality of coal. Mr. Lynch has retained an interest in the tract, and will become the president of the company it is proposed to organize.

The Board of Trade of Savannah, Ga., has elected Messrs. William B. Stilwell, president; B. F. Bullard, vice-president; H. A. Crane, I. M. Frank, J. B. Chesnutt, James Farie, Jr., L. McNeill, J. C. Schwartz, J. W. Motte, W. F. Baker, T. H. McMillan and F. C. Battey, directors.

## PHOSPHATES

### MINING FLORIDA PHOSPHATE.

Swift & Co.'s Operations in Polk County.

[Special Cor. Manufacturers' Record.]  
Bartow, Fla., April 14.

Swift & Co., Chicago, have purchased 500 acres of pebble phosphate land in Polk county, near Bartow, Fla. The general manager of this firm's fertilizer department at Chicago, together with an experienced mining engineer, have recently inspected the property with the object of removing the timber on the pebble land and to select suitable locations for mining, washing, straining, screening and shipping. Albert G. Brown, the mining engineer referred to, has carefully inspected the mines in this vicinity, their equipment and general systems pursued in treatment of the phosphate, the object being to improve on same where practicable in the installation of the new Swift & Co. plant. The latter, to commence with, will have a capacity of 350 tons daily. It is intended to commence active preparatory work within the next 60 days. Several hundred thousand dollars' worth of machinery will be needed in the matter of electrical and steam-power equipment, hydraulic, air compressing and pumping machinery, link-belt elevating and conveying machinery, together with 8x10-inch cups, rotary driers of the most approved type, washing and straining machines, several thousand feet of 14-inch piping, an electric trolley system, together with phosphate cars and complete rolling-stock outfit to transport the phosphate from the mines to the drying plant, also incidental accessories of every character. Engineer Brown will introduce in the plant a new feature in the construction of the drying department which he believes will prove a success. This will consist in utilizing the heat, which is generated in the usual way under the boilers to make steam, to serve the purpose of drying the phosphate at the same time on its passage to the smokestack, thus obviating the necessity of operating specially-constructed drying furnaces, which consume a great deal of fuel. Swift & Co. intend to ship the phosphate in their own specially-constructed phosphate box cars from their Bartow mines to their Chicago, Atlanta and other fertilizer-manufacturing plants throughout the country. JOHN BANNON.

### Mining Near Mulberry.

[Special Cor. Manufacturers' Record.]  
Mulberry, Fla., April 16.

The Phosphate Mining Co., a New York corporation, will commence the construction of an up-to-date mining plant in the vicinity of the property of the Prairie Pebble Phosphate Co., near here, within the next few weeks. It is expected that the new plant will be in operation within a year. The output, it is estimated, will be about 150,000 tons annually. C. G. Memminger, Lakeland, Fla., is the constructing and mining engineer, and later, when the plant is in operation, will assume the duties of general manager of the company's entire mining interests in this section. Mr. Memminger, who is also general manager of the Dominion Phosphate Co.'s plant in Polk county, returned today from New York, where he purchased several hundred thousand dollars' worth of machinery for the new plant of the Phosphate Mining Co. Among the purchases are two Westinghouse Electric & Manufacturing Co.'s turbines of 500 kilowatts each; also a battery of Consolidated Stirling Co.'s boilers, aggregating 1500 horse-power. The design of the new plant is by Mr. Memminger, and it gives promise of being the most economical and generally efficient pebble phosphate mining plant yet constructed. JOHN BANNON.



# Construction Department

## TO OUR READERS!

In order to understand and follow up properly the Construction Department items, please bear in mind the following statements:

### EXPLANATORY.

The MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

\*Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery, Proposals and Supplies Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the MANUFACTURERS' RECORD.

### ADDRESS FULLY.

To insure prompt delivery of communications about items reported in these columns, the name of one or more incorporators of a newly incorporated enterprise should be shown in the letter addressed to that town, or to the town of the individual sought, as may be shown in the item, as sometimes a communication merely addressed in the corporate or official name of a newly established company or enterprise cannot be delivered by the postmaster. This will help to insure prompt delivery of your communication, although it is inevitable that some failures on the part of the postal authorities to deliver mail to new concerns will occur.

### WRITE DIRECTLY.

It is suggested to advertisers and readers that in communicating with individuals and firms reported in these columns, a letter written specifically about the matter reported is likely to receive quicker and surer attention than a mere circular.

## ALABAMA.

Albertville—Cottonseed-oil Mill.—Butler-Kyser Oil Co. of Huntsville, Ala., it is reported, has purchased and will operate the Albertville Cotton Oil Mill.

Athens—Sewage-disposal Works.—Reports state that the city has engaged R. Winthrop Pratt, chief engineer, Ohio State Board of Health, Columbus, Ohio, to examine and report on the project of reconstructing sewage-disposal works.

Bessemer—Telephone System.—North Johns Telephone Co., recently organized, has let contract for the construction of system.

Bessemer—Telephone System.—Southern Bell Telephone & Telegraph Co. (main office, Atlanta, Ga.) is completing arrangements for the reconstruction of the entire system in Bessemer and tributary points, including Brighton and Jonesboro, Ala.

Birmingham—Iron-bed Factory.—Birmingham Metal Bed Co. has been organized with \$50,000 capital stock. Frank Nelson, Jr., is president; Dr. L. G. Woodson, vice-president; Dr. F. I. Tarrant, secretary-treasurer, and William D. Dow, general manager. Messrs. Woodson, Dow and associates were reported last month as to establish plant for the manufacture of iron beds.

Gadsden—Water-works, Sewerage and Street Improvements.—Of the \$150,000 bond issue recently voted for public improvements the city will utilize \$100,000 for constructing water-works system of sufficient capacity for a population of 25,000, extend sewerage system to every section of the city, for which \$30,000 will be utilized, and \$20,000 for street improvements. It is proposed to inaugurate a permanent paving system, creating a fund for a uniform sidewalk proposition, the work to be actively begun by May 1. The location of reservoir will give sufficient hydraulic pressure and size of mains will be such as to cover the area of the possible growth of city forming a basis for indefinite extensions. Bids for the construction of nine miles of pipe sewers will be received until April 28 by C. D. Clark, city clerk. Charles P. Smith is mayor.\*

Guntersville—Tannery and Harness Factory.—Alabama Harness Co., operating tannery and harness factory, will erect a two-story building 40x100 feet and one-story building 40x70 feet. J. L. Dorsey is president and general manager.

Mobile—Timber Development.—Mann, Watson & Co. of Muskegon, Mich., have purchased 3000 acres of timber land on Mon Luis Island for development purposes. Arrangements will be made at once for the erection of saw-mill.

Mobile—Cotton Compress.—It is reported that the Gulf Compress Co., T. C. Hanson, president, has acquired the Townsend compress and warehouse property on Commerce street having a footage of 2000 feet and a depth of 25 feet. It is stated that compresses will be built at both points, and Columbus Bierce of New Orleans, La., has been commissioned to arrange for the construction of same.

Montgomery—Street-paving.—City has arranged for paving various streets, and bids for same will be received until May 7; R. S. Williams, city treasurer.\*

Montgomery—Printing Plant.—Phillips-Sheehan Printing Co. has been incorporated with \$2000 capital stock. W. E. Phillips is president; W. T. Sheehan, vice-president; E. H. Smith, secretary, and Mrs. A. M. Jones, treasurer.

## ARKANSAS.

Bellevue—Lumber Company.—L. M. Ridelberger, H. P. Ridelberger, W. H. Heck and associates have incorporated the Penn Lumber Co. with \$100,000 capital stock.

Lumber—Saw-mill.—A. J. Neimeyer, W. N. Dunaway and Wilson T. Cartwright, all of St. Louis, Mo., have incorporated the Columbia Lumber Co. with \$100,000 capital stock. The plant of the Camden Lumber Co. has been purchased and will be operated.

Madison County—Timber Development.—Reports state that the Baker Lumber Co. of Berryville, Ark., has purchased 12,000 acres of timber land in Madison county at \$75,000 which will probably be developed.

Marmaduke—Cotton Gln.—A. Bertig, S. Bertig, R. M. Vowell and associates have incorporated the Planters' Gln Co. with \$10,000 capital stock.

Osceola—Water-works.—City is arranging for the completion of proposed water-works; supply to be obtained from well which has been sunk to a depth of 704 feet; L. A. Morris, secretary Board of Public Improvements.

Waldron—Timber Land.—J. T. Matthews, T. G. Gates, J. T. Forrester, C. E. Forrester and others have incorporated the Waldron Timber Co. with \$14,100 capital stock.

## DISTRICT OF COLUMBIA.

Washington—Dairy.—The National City Dairy Co., 6 Wholesale Row, Centre Market, has been incorporated with capital stock of \$200,000 to conduct a dairy and general commission business by Edward O. Whiteford, George L. Whiteford, Shipley Braashears, Jr., Henry V. Tulloch, Arthur A. Birney, Fred B. Rhodes and Samuel W. Curriden.

Washington—Oil Company.—The Aspinwall Oil Co. has been incorporated with capital stock of \$35,000 to mine and produce mineral oils by Algernon Aspinwall, 1306 Riggs street N. W.; Clarence A. Aspinwall, 1416 20th street N. W.; Henry W. Scoville, 1416 20th street N. W.; Albert M. Read and Charles W. Plimper.

## FLORIDA.

Jacksonville—Automobile Factory.—Southern Automobile Manufacturing Co. has completed organization with John B. McDonald, president; Hubert Stone, vice-president and treasurer, and Hugh E. Partridge, secretary. A two-story building has been secured and machinery will be installed for manufacturing automobiles.

Jacksonville—Terminal Improvements.—St. Johns River Terminal Co. is completing arrangements for proposed terminal improvements to cost \$150,000, including the erection of signal tower, two-story brick freight depot, constructing covered pier 175x400 feet, dredging channel around pier to accommodate deep-draft vessels. In addition to the local improvements it is also proposed to erect a modern coaling station at Talleyrand with a storing capacity of 4000 tons of coal, equipping with chutes of most modern design, where cars will be shoved up to an incline and engines run under and take on coal rapidly.

Miami—Public Improvements.—City will

vote May 22 on the issuance of \$100,000 of bonds for public improvements. Address The Mayor.

Mulberry—Phosphate-mining.—The Phosphate Mining Co. will shortly begin the construction of proposed mining plant to have a yearly output of 150,000 tons. Machinery has been purchased, including two turbines of 500 kilowatts each, a battery of boilers aggregating 1500 horse-power, etc. C. G. Memminger of Lakeland, Fla., is constructing engineer and will be general manager.

Ocala—Lumber Plant.—Sumner Lumber Co. has been incorporated with \$37,000 capital stock. T. N. Sumner of Moultrie, Ga., is president and treasurer; John W. Zuber of Atlanta, Ga., vice-president, and T. E. Williams of Moultrie, Ga., secretary.

Odessa—Timber Development.—C. H. Lutz of St. Petersburg, Fla., and F. A. Miller of Ehren, Fla., have purchased 58,000 acres of fine timber land near Odessa and will arrange at once for its development, erecting a saw-mill with a daily capacity of 50,000 feet.

Orlando—Gas Plant.—South Florida Gas & Electric Co., J. M. Cheney, general manager, operating a 30,000-cubic-foot gas plant, will remodel or change the interior mechanism in order to reduce the amount of fuel consumed daily.

Palmetto—Water-works, Electric-light Plant, etc.—Town will arrange for the construction of water-works and electric-light plant for which bonds have been authorized. The appropriation also includes street improvement. Address Town Clerk.

Polk County—Phosphate Land.—It is reported that Armour & Co. of Chicago, Ill., have secured a large acreage of phosphate pebble land in Polk county.

St. Petersburg—Water-works and Gas Plant.—City is completing arrangements for the installation of proposed \$15,000 water-works. Artesian wells will be drilled and a 50,000-gallon tank erected; population 3500. It is also proposed to build a \$50,000 gas plant; T. J. Northrup, mayor.

## GEORGIA.

Atlanta—Cotton Compress.—Atlanta Compress Co., C. C. Hanson, president, offices in the Candler Building, has purchased 14 acres of land on which to locate proposed cotton compress. Eighteen warehouses with a capacity of 1000 bales each and two sheds with a capacity of 6000 bales each, making a total of 30,000 bales capacity, will be erected; buildings to be of brick. It is proposed to dismantle the present Bell street and Capitol presses and combine the two on the property, doubling the present capacity.

Augusta—Gas Plant.—Commercial Gas & Electric Co. of Chicago, Ill., which recently purchased the plant of the City Gaslight Co. of Augusta, will arrange at once for improving and operating same. David Douglas is local manager.

Barnesville—Knitting Mill.—Oxford Knitting Mills will expend \$5000 for additional knitting machinery, enlargement to bleachery, etc.

Brunswick—Dredging, Piers, Warehouses, Sheds, etc.—North American Dredging Co. has contract for dredging at the railway terminal of the Atlantic & Birmingham Construction Co., recently mentioned, and A. F. Chapman & Co., 822 Prudential Building, Buffalo, N. Y., has the contract for constructing piers, warehouses, sheds, etc.

Cairo—Water-works and Electric-light Plant. Town will extend water-works and electric-light plant, for which \$10,000 is available; R. L. Van Landingham, mayor.\*

Cedar Springs—Cotton Gln.—Sheffield Mercantile Co. will install two 70-saw cotton gin. About \$3000 will be invested.

Colquitt—Water-works.—Reports state that city has let contract to I. Kwilecki of Bainbridge, Ga., for constructing water-works.

Dahlonega—Spoke and Handle Factory.—Dahlonega Spoke & Handle Co. has been organized by M. J. Williams, J. F. Moore, H. D. Gurley and W. A. Charter. Site has been secured on which to erect necessary building.

Dawson—Sewerage System.—J. B. McCrary, Atlanta, Ga., is engineer in charge of the construction of sewerage system, for which bonds have been voted; estimated cost \$30,000; R. E. Bell, city clerk.

Jefferson—Cannery.—Jefferson Canning Co. has been incorporated with \$10,000 capital stock. James L. Williamson is president; David P. Garrison, vice-president, and W. Ellis White, manager. A company was pre-

viously reported to be organized to establish factory with a daily output of 20,000 cans.

Milledgeville—Vehicle Works.—Milledgeville Buggy & Manufacturing Co. is being organized with \$30,000 capital stock to establish plant for manufacturing buggies, wagons, etc. This enterprise was recently referred to.

Rome—Cottonseed-oil Mill and Fertilizer Factory.—Rome Oil & Fertilizer Co. will increase capital stock to \$25,000 and will build addition to plant.

Sylvania—Cotton Gln.—Screven County Oil Mills will enlarge cotton gin by the installation of four 70-saw gins. J. S. Gladney is general manager.\*

The Glades—Timber Land, etc.—D. T. Quillian, J. H. Hunt and H. H. Dean have purchased at \$100,000 the entire Glade properties, including 7000 acres of farming and timbered lands, gins, grist mills, saw-mills, farm and dwelling-houses (numbering 50), mines, etc. It is stated that the new owners will arrange at once for cutting and sawing the timber and will build a railroad to the property.

Thomasville—Sewerage System.—City has voted affirmatively the proposed \$25,000 bond issue for constructing sewerage system. Address The Mayor.

Tifton—Vehicle Works.—Tifton Buggy & Carriage Co. will erect building and equip for increasing the capacity.

Toccoa—Water-works.—J. B. McCrary, Senola, Ga., made surveys for water-works for which a \$35,000 bond issue will be voted on May 3. It is proposed to run water from dam into Wilson river, and thence to city by gravity; John M. Owen, mayor.

Valdosta—Chair Factory.—John R. Dorth of Franklin county, Georgia, is arranging for the establishment of chair factory to have a monthly capacity of 5000 to 6000 chairs. Mr. Dorth can be addressed in care of the Board of Trade.

## KENTUCKY.

Bowling Green—Foundry and Machine Shop.—Roemer-Worrick Machine Co. has been incorporated with \$2000 capital stock by Charles Roemer, Emile Roemer and J. H. Worrick. It has purchased and will operate the Heminger's Foundry.

Coalport—Coal Mines.—East Jellico Coal Co. is arranging for the development of coal properties in the Greasy creek section, and is installing machinery and equipment preparatory to operating same.

Coalport—Coal Mines.—Coalport Coal Co. has been organized with S. Shaffer, president and general manager; W. C. Black, vice-president and treasurer, and W. T. Shaffer, secretary, to extensively develop coal properties near Coalport. It has purchased the camp, machinery, railroad and equipment of the East Jellico Coal Co. (W. C. Black and associates were mentioned last week in connection with this enterprise.)

Cynthiana—Natural-gas Mains.—W. S. Lloyd of Mt. Sterling, Ky., has applied for franchise to furnish the city with natural gas.

Dawson Springs—Coal Mines.—A company is being organized with \$150,000 capital stock and Wm. Lynch, president, for the development of 800 acres of coal land, referred to recently. It is proposed to begin operations within 60 days.

Georgetown—Sewerage System.—Oscar Donaldson & Co. have contract to construct sewerage system previously reported.

Leitchfield—Electric-light Plant.—City will let franchise April 28 to highest bidder for the installation of electric-light plant; W. W. Mauzey, city clerk.\*

Lexington—Electric Power-house.—Lexington & Interurban Railways Co. is reported as arranging for erection of power-house, doubling present capacity. Joseph M. Skain, Lexington, Ky., is vice-president.

Louisville—Road Improvements.—Jefferson county has arranged for reconstructing 20 miles of pike recently mentioned, and bids for the work will be received until May 1; John Dyer, county road supervisor.\*

Louisville—Roofing, etc.—Louisville Roofing & Supply Co. has been incorporated with \$5000 capital stock by R. E. Kramig, J. H. Gartner, William J. Gildelhaus and associates, all of Cincinnati, Ohio.

Maysville—Street Improvements.—City is arranging for paving streets with brick. Address The Mayor.

Paducah—Sewerage System.—John W. Alford, Chicago, Ill., has been engaged to prepare preliminary surveys, maps, profiles, etc.,

for the extension of sewerage system recently mentioned.

**White Plains—Coal Mines.**—W. W. Kingston of Mortons Gap, Ky., will arrange for the development of 1000 acres of coal land mentioned last week. A mining plant will be installed at a cost of \$35,000, and the daily output will be 25 tons. Engineer has not been engaged.

#### LOUISIANA.

**Campiti—Saw-mill.**—Black Lake Lumber Co. is reported as making surveys for the erection of mill to have a capacity of 100,000 feet daily. Tenement-houses will also be built.

**Crowley—Oil and Gas Mains.**—Louisiana Company has been incorporated with \$1,000,000 capital stock to build and operate pipe lines and other means and appliances for the transportation of oil, gas, etc. J. S. Cullinan is president; Hampden Story, vice-president; Ernest Carrall, secretary, and T. J. Donoghue, treasurer.

**Deshotels—Cotton Gin.**—Brignac Gin Co. has been incorporated with \$6000 capital stock. J. R. Fontenot is president; O. Brignac, vice-president and manager; P. L. Fontenot, secretary, and Gabriel Joubert, treasurer.

**New Orleans—Brewery.**—The Dixie Brewing Co. and the Union Brewing Co. have consolidated and will operate as the Dixie Brewing Co. with Val Merz, president; John Boelinger, vice-president, and Henry Werner, secretary-treasurer. The capital stock has been increased from \$160,000 to \$260,000. A site 305x250 feet, containing 75,000 square feet of ground, has been purchased on which to erect plant. It is proposed to install enamel-lined steel storage tanks.

**New Orleans—Naval Stores.**—Harrison Naval Stores Co., Ltd., has been incorporated with \$400,000 capital stock. R. M. Davis is president; W. B. Gilligan, vice-president, and J. O. Giovanni, secretary-treasurer.

**New Orleans—Vehicle Works.**—Dixie Vehicle Manufacturing Co. has been incorporated with \$5000 capital stock.

**New Orleans—Revetment Work, etc.**—Chas. Clarke & Co., Galveston, Texas, have contract at \$96,000 for repair and revetment work on Calcasieu Pass, Louisiana.

**New Orleans—Telephone System.**—Charles Sutter and associates have applied for franchise to construct telephone system. It is proposed to organize the Tulane Telephone & Telegraph Co. with \$2,000,000 capital stock and Z. W. Tinker, president; Charles Sutter, vice-president; T. L. Macon, secretary, and George Tinker, treasurer.

**New Orleans—Tin-can Factory.**—Consumers' Can Co. is being organized with \$100,000 capital stock to establish plant for the manufacture of tin cans. M. O'Keefe is president; Louis Valloft, vice-president, and A. J. Munch, general manager.

**Shreveport—Creosoting Plant.**—Shreveport Creosoting Co., Lock Box 516, will establish creosoting plant; capacity 1,000,000 ties and 9,000,000 feet of lumber. Size of building has not been decided on; W. R. J. Stratford, engineer in charge.

**Shreveport—Land Improvement.**—W. F. Dillon Land Co. has been incorporated with \$50,000 capital stock. E. A. Thomas is president; W. T. Crawford, secretary, and W. F. Dillon, treasurer.

**Shreveport—Lumber Company.**—Gudenrath Lumber Co. has been incorporated with \$12,000 capital stock. W. F. Taylor is president; J. Gudenrath, vice-president; C. L. Neilson, secretary, and Frank Gudenrath, treasurer.

**Shreveport—Oil Wells.**—Chartered: Louisiana Oil Co., with H. L. Hellperin, president; L. E. Etchison, vice-president, and R. L. Mayfield, secretary-treasurer; capital stock \$500,000.

**Shreveport—Electric Supplies.**—Incorporated: Watson Electrical Supply Co., with \$5000 capital stock. J. M. Watson is president; W. C. Evans, vice-president, and W. W. Jones, secretary-treasurer.

**Sterling—Sugar Mill.**—Sterling Sugar & Railway Co. has let contract to Schwartz Foundry Co. of New Orleans, La., for erection of a heavy six-roller mill. The mill will have its rolls 34x78 inches, and will be of extra heavy design, with journals 17½ inches and hollow-steel shafts; to work in conjunction with this will be three smaller six-foot rollers; capacity will be further increased by the installation of a crusher in front of the three tandem mills, giving the whole a daily output of about 1200 tons of cane.

#### MARYLAND.

**Annapolis—Public Improvements.**—City will vote on the issuance of \$25,000 of bonds for constructing sewer system and driveways in suburban sections. Address The Mayor.

**Baltimore—Factory Building.**—Referring to

factory building to be erected by the St. Mary's Industrial School on Wilkens avenue, the following contractors are estimating on revised plans for the building: J. J. O'Connor, 1611 East Preston street; Monmonier & Sorrell, 308 Laurens street, and McIver & Piel, Builders' Exchange Building, 2 East Lexington street. Revised bids will be taken on reinforced concrete construction; bids to be in April 14; Tormey & Leach, architects, 323 North Charles street.

**Baltimore—Sugar Refinery.**—Francis K. Carey, 609 Calvert Building, chairman; H. Carroll Brown, 463 North Charles street, treasurer, and James Piper, 609 Calvert Building, secretary, and associates, who have been investigating the establishment of a sugar refinery in Baltimore, have decided to recommend the organization of a company for that purpose.

**Baltimore—Oyster-packing Plant.**—Jacob Durm & Son, 109 North High street, has awarded contract to Joseph Thuman, 119 East West street, for the construction of two-story brick oyster-packing plant, 64x105 feet, at 210-214 Bath street.

**Baltimore—Canning-utensil Factory.**—The American Sanitary Co. has been incorporated with a capital stock of \$50,000 to manufacture mechanical utensils for sanitary canning by Isaac Robinson, 1630 Bank street; Samuel K. Smith, 213 Courtland street, and W. R. Byrd, 220 South Charles street.

**Baltimore—Wrapping Paper, Twine, etc.**—The Baldwin-King Company has been incorporated with a capital stock of \$10,000 to deal in wrapping paper, twine, etc., by Morgan H. Baldwin, 1615 Linden avenue; Joseph A. King, 1919 Maryland avenue; Louis H. Buckman, Rignal W. Baldwin, 224 St. Paul street, and H. Wilson Baldwin, 411 St. Paul street.

**Baltimore—Real Estate.**—The Lakewood Real Estate Co. has been incorporated with a capital stock of \$15,000 to deal in real estate by Moses Rothschild, Solomon Rothschild, Charles F. Diehl, all at 900 North Eutaw street; Marx H. Iseman and Jacob M. Moses, 618 Equitable Building, Calvert and Fayette streets.

**Baltimore—Wheelwright Shop.**—D. Clifton Slagle, 404 North street, has awarded contract to Charles A. Sieling & Co., 340 North Calvert street, for the construction of an addition, two stories high, 18x20 feet, to wheelwright shop at 400 North street.

**Baltimore—Gas Plant.**—The Maryland Heat & Light Co. has been incorporated with a capital stock of \$100,000 to manufacture illuminating gas by Joseph Schrelber, 135 Patterson Park avenue; Theodore H. Schrelber, 136 South Patterson Park avenue; Louis B. Sonneborn, David G. McIntosh and James W. Owens. This company will succeed the Baltimore Suburban Gas Works, Baltimore and 7th streets, Highlandtown.

**Baltimore—Candy Factory.**—Harry C. Albrecht, candy manufacturer, 1918 West Pratt street, has awarded contract to Wm. N. Hildebrand, Lobe Building, 15 South Gay street, for the construction of three-story candy factory, stable and wagon-house at northwest corner Monroe and McHenry streets; George Clothier, Jr., architect, Lobe Building, 15 South Gay street.

**Baltimore—Paving.**—The municipal Board of Awards, City Hall, has awarded contract to Warren Bros. Company, Boston, Mass., for paving 25th street from York road to Oak street (about six blocks) with bitulithic at its bid of \$2.18 per square yard. The commissioners for opening streets, J. Arthur Wickham, president, Hoen Building, Lexington and Holiday streets, will have charge of the work.

**Baltimore—Printing and Lithographing Plant.**—It is reported that Friedenwald Bros., printers and lithographers, Eutaw and Baltimore streets, have commissioned Balingier & Perot, architects and engineers, 1200 Chestnut street, Philadelphia, Pa., to prepare plans and specifications for the construction of a concrete fireproof building.

**Betterton—Electric-light Plant.**—Betterton Improvement Association, Howard Owens, secretary, proposes to arrange for the installation of electric-light plant recently mentioned.\*

**Cambridge—Gas and Electric-light Plant.**—It is reported that New York parties have purchased the Cambridge Gas Works at \$45,000, including electric-light franchise. It is stated that the new owners will install an electric-light plant.

**Greensboro—Water-works.**—C. B. Jarman has begun the construction of proposed water-works to cost \$3000. A steel tower and 10,000-gallon tank is being erected, the water to be forced into the tank by two of the largest-size rams. The rams will deliver 5000 gallons daily, arrangements being made to attach steam or gasoline pump as soon as the demand requires.

**Midland—Electric-light Plant.**—A. A. Davis, It is reported, has secured franchise to construct electric-light plant.

**Phoenix—Cereal-food Products.**—Henry D. Perky Food Co. has been incorporated with \$1,250,000 capital stock by Henry D. Perky, Alice G. Patterson, Ada L. Patterson and Amy E. Laughton to manufacture cereals. Henry D. Perky, Orend Institute, Glencoe P. O., Md., wa reported last month as having purchased the old Phoenix Cotton Mills, which would be equipped for this purpose, and arrangements will be made at once for operating same. It is also stated that Mr. Perky has acquired the Filston Farm Dairy and other property in this vicinity, aggregating 4000 acres.

**Rockville—Road Improvements.**—Montgomery county will build several miles of road under State highway laws, and will probably let contract for same within 30 days. W. W. Crosby, chief highway engineer, Johns Hopkins University, Baltimore, Md., will have the work in charge.

**Salisbury—Road Improvements.**—Wicomico County Commissioners are arranging for the construction of six miles of shell road. It is estimated that it will cost \$3000 a mile.

#### MISSISSIPPI.

**Hattiesburg—Street-paving.**—City has let contract to the Southern Construction Co. of Chattanooga, Tenn., for paving the business section, and to the Southern Bitulithic Co., Nashville, Tenn., for paving the residence section with bitulithic.

**Hattiesburg—Electric-light and Power Plant.**—City has let franchise to the Hattiesburg & Mammoth Springs Railroad Co. to construct electric-light and power plant.

**Iuka—Water-power-Electrical Plant.**—North Mississippi Traction Co., mentioned last week as to develop the water-power of Bear creek, 14 miles from Iuka, transmitting same by electricity to Iuka and adjacent towns, will build a steel and concrete dam at a cost of \$5000 and develop between 3000 and 4000 horsepower. F. T. Carmack, J. W. Buchanan, A. H. Longino, A. J. Hackett and associates are named as incorporators.

**Jackson—Timber Development.**—Fred Herick of Lac du Flambeau, Wis., has completed the purchase of 50,000 acres of yellow-pine lands in the Pearl River valley, and arrangements will be made at once for the development of the tract and the establishment of a mammoth lumber-manufacturing plant. The Interior Lumber Co. will be incorporated with \$500,000 capital stock and privilege of increasing to \$1,000,000 for its operation. The incorporators named, in addition to Mr. Herick, are C. F. Latimer, Roy L. Hogue and Arthur L. Hogue.

**Jackson—Cotton Compress.**—It is reported that the Gulf Compress Co. will erect a \$150,000 plant.

**Leakesville—Lumber Company.**—J. J. McInnis, H. E. McInnis, L. Evans and J. J. Croom have incorporated the Leakesville Lumber Co. with \$50,000 capital stock.

**Meridian—Water-works.**—City will issue \$125,000 additional bonds for water-works. Address The Mayor.

**Meridian—Lumber Mill.**—C. L. Gray, R. P. Osler, Perley Lowe and associates have incorporated the C. L. Gray Lumber Co. with \$70,000 capital stock.

**Moss Point—Water-works.**—Judge O. Randall of Scranton, Miss., mentioned last week as to install water-works, contemplates drilling an artesian well for supplying a portion of the town with water.\*

**Saratoga—Saw-mill.**—Simpson County Lumber Co., reported incorporated last week with \$50,000 capital stock, will erect saw-mill with a capacity of 25,000 feet of yellow-pine lumber.

**Tupelo—Lumber Company.**—Chartered: Matthews-Hinds Lumber Co., with \$10,000 capital stock, by W. E. Matthews, S. E. Hinds, J. K. Slack and others.

**Utica—School Building.**—City is arranging for the erection of \$5000 school building, replacing structure recently burned. Address The Mayor.

#### MISSOURI.

**Carrollton—Lead and Zinc Mines.**—Chartered: S. & S. Lead & Zinc Co., with \$5000 capital stock, by A. F. Smith, J. N. Johnson, H. B. Austin and others.

**Kansas City—Steam Plows.**—Lowell Steam Plow Manufacturing Co., 1318 Union avenue, is reported as to establish plant for making steam plows.

**Kansas City—Viaduct.**—Metropolitan Street Railway Co., Chicago & Alton Railway and Missouri Pacific Railway are arranging for the construction of viaduct on Lydia avenue. Address Charles N. Black, general manager, Metropolitan Street Railway Co.

**Springfield—Sewerage System and Street Improvements.**—City is reported as completing arrangements for constructing sewerage system and graveling streets, and bids for the work will be received until May 1; W. H. Schrelher, city engineer.

**St. Louis—Dishwasher.**—Mound City Dishwasher Co. has been incorporated with \$60,000 capital stock by Lewis Lipman, John P. Shipman, Elizabeth A. Casey of St. Louis and James M. Blain of New York, N. Y.

**St. Louis—Distillery.**—Charles F. W. Wiegand, Joseph W. Willman, William C. Boeker and associates have incorporated the Wiegand-Boeker Distilling Co. with \$25,000 capital stock.

**St. Louis—Electric-light Plant.**—Wagner Electric Manufacturing Co. has purchased 15 acres of land adjacent to city on which to erect plant for increasing present capacity. Dodge & Day of Philadelphia, Pa., have been engaged to make the layout, design buildings and select necessary equipment. Arrangements will be made at once for the erection of buildings, and it is proposed to cover one-third of the grounds during the present year.

**St. Louis—Sewerage System.**—City is arranging for improvements to Harlem creek sewer to cost about \$200,000 and for improvements to the Rocky branch sewer to consist of taking out the old bottom, enlarging and replacing with concrete and vitrified brick at an estimated cost of \$125,000 for 8000 feet. H. R. Fardwell is sewer commissioner.

**St. Louis—Trunk Factory.**—Biggs Commercial Trunk Co. has been incorporated with \$50,000 capital stock by Frank Biggs, George F. Biggs and W. L. Sturdevant.

**St. Louis—Crystallized Eggs.**—St. Louis Crystal Egg Co. has been incorporated with \$2000 capital stock to manufacture crystallized eggs; incorporators, Harry Green, George E. Young and others.

**St. Louis—Bookbinding.**—Merkel Bros. Bookbinding & Paper Ruling Co. has been incorporated with \$5000 capital stock by Chas. H. Merkel, Valentine A. Merkel and others.

**St. Louis—Car Works.**—St. Louis Car Co. has increased capital stock from \$2,000,000 to \$2,500,000. The company is at present building a plant at Baden in North St. Louis for the manufacture of steel cars, also a plant for the manufacture of automobiles.

**St. Louis—Street-paving.**—Board of Public Works has let the following contracts for paving various streets and alleys: For paving with asphalt to the Trinidad Asphalt Manufacturing Co. at \$21,112.96; for paving with brick to G. Eyerman & Bro., about \$55,000; Heman Construction Co. at \$11,729.70; Harry F. Heman, about \$23,000; James T. McMahon, about \$34,000; Hanick Quarry & Construction Co., about \$6000; Wm. H. Redemeyer, \$2663.65; Pendergast Contract Co. at \$1875.65; G. A. Heman, about \$11,000.

**Warrensburg—Steel Bridges.**—Johnson County Commissioners are reported as to arrange for the construction of 38 steel bridges in the county. C. A. Boyles is county clerk.

**Webb City—Foundry.**—Chartered: Central Foundry Co., with \$35,000 capital stock, by J. H. Wathmey, Adolph Steel and H. W. Currey.

#### NORTH CAROLINA.

**Asheville—Furniture Factories, Tanneries, Pulp Mills, etc.**—It is reported that R. E. Wood of the R. E. Wood Lumber Co., offices in Continental Building, Baltimore, Md., is interesting Eastern capitalists in a proposition for the development of extensive tracts of timber land in Western North Carolina by the erection of saw-mills, furniture factories, tanneries, pulp mills and other manufacturing industries which make use of timber products. The capitalists will probably visit the territory soon to investigate the feasibility of the enterprise.

**Asheville—Concrete Culverts.**—Asheville Dray, Construction & Fuel Co., R. M. Ramsey, manager, has contract at about \$5800 for building three concrete culverts for the city.

**Asheville—Foundry and Machine Shop.**—Asheville Supply & Foundry Co., which recently increased capital stock from \$10,000 to \$22,500, contemplates a further increase to \$25,000. The company operates a foundry and machine shop for general work, and will enlarge and improve foundry floor.

**Charlotte—Pipe Foundry.**—Charlotte Pipe & Foundry Co. is rebuilding plant reported burned; building is 100x150 ft. The company manufactures cast-iron soil pipe and fittings, plumbers' cast-iron goods, cast iron for all purposes, etc.\*

**Charlotte—Gold-mining.**—Max Jasspon, developing gold properties near Charlotte and operating a five-stamp mill, will shortly en-



large same to a 10-stamp mill; present capacity 12 tons every 24 hours.

Clinton—Water-works and Electric-light Plant.—City is prepared to grant franchise for constructing water-works and electric-light plant, and will also consider plans and estimates for municipal ownership; R. H. Hubbard, mayor.\*

Dallas—Cotton Mill.—It is reported that L. M. Hoffman of Dallas, J. M. Rhodes of Lincoln, N. C., and others are planning to erect a 15,000-spindle cotton mill.

Dunn—Showcases, Store Fixtures.—Virginia Hardwood Manufacturing Co. is arranging for the erection of plant to manufacture showcases, store fixtures, bank fixtures and various kinds of hardwood furniture. M. T. Young is in charge.

Durham—Water-works Improvements.—The Durham Water Co. is reported as to make extensive improvements to plant, installing a 1,500,000-gallon capacity pump, 150-horse-power engine and an electric motor.

Elizabeth City—Lumber Plant.—Great Park Co-operative Land, Lumber & Mercantile Co. has been organized with \$2,000,000 capital stock to develop timber land which it owns in North Carolina and Virginia and establish plants for the manufacture of baskets, brackets, trays, barrels, boxes, etc. About \$200,000 will be expended.

Greensboro—Construction Company.—Amalgamated Supply Co. has been incorporated with \$25,000 capital stock by Thos. Williams and others to erect buildings.

Jackson County—Timber Land.—It is reported that W. A. Rexford of Asheville, N. C., has purchased at \$100,000 a large tract of timber land in Jackson and Macon counties.

Jefferson—Printing and Publishing.—Jefferson Printing & Publishing Co. has been incorporated with \$1000 capital stock by F. M. Welch, J. M. Harris, John T. Meehan and others.

Lowell—Water-power-Electrical Plant.—It is reported that the Spencer Mountain Power Co. has completed its dam, which will develop 3000 horse-power, and that an electric plant will at once be constructed to transmit the power by electricity. W. T. Love of Gastonia, N. C., is president, and John C. Rankin of Lowell is secretary-treasurer.

Marion—Water-power-Electrical Plant.—Marion Light & Power Co., reported last week as to develop the water-power of the Catawba river near Marion, will install a high-head water-wheel to work under 150 feet head, yielding 125 horse-power, the wheel to be direct connected to three-phase 2300-volt generator. The power obtained will be transmitted for lighting and power purposes in and around Marion. C. E. Waddell of Biltmore, N. C., is consulting engineer, and W. W. Lotspeich, engineer in charge.

Marshall—Water-works and Street Improvements.—City will probably call an election next fall to vote on a bond issue for construction of water-works previously mentioned; estimated cost \$25,000. Work has begun on the construction of about 4000 feet of sidewalk; W. J. Weaver, secretary Board of Internal Improvements.

Mt. Airy—Overall Factory.—Chartered: Granite Overall Co., with \$50,000 capital stock, by J. A. Hadley and others.

Pilot Mountain—Overall Factory.—Chartered: Pilot Overall Co., with an authorized capital stock of \$50,000, by L. Levy, T. A. Key, W. R. Badgett and others.

Statesville—Flour Mills.—Statesville Flour Mills is arranging for improvements to plant increasing the capacity to 400 barrels daily. Machinery has been purchased.

Sweepsonville—Cotton Mill.—Reports state that the Virginia Cotton Mills has contracted for a large quantity of additional textile machinery and awarded contract to Will Jeffreys and John Parks for the construction of a 300-foot dam to develop additional water-power which will be transmitted by electricity; present equipment 8000 spindles and 200 looms.

Tryon—Street Improvements.—Town will vote May 8 on the issuance of \$5000 of bonds (mentioned last week) for macadamizing streets; J. B. Heister, town clerk.

Washington—Water-power-Electrical Plant. Anthony Shoals Milling Co. has amended charter changing name to the Anthony Shoals Power Co., increasing capital stock from \$100,000 to \$5,000,000. This company was previously mentioned in this department to develop the water-power at Anthony Shoals and build power plant for transmitting the power obtained by electricity to nearby towns and cities.

Winston—Furniture Factory.—L. B. Hood Company is being organized with \$10,000 capital stock to manufacture parlor suits, lounges, couches, etc.

## SOUTH CAROLINA.

Aiken—Ice Plant.—Aiken Artesian Ice & Lighting Co., B. F. Holley, president, will erect a 15-ton ice plant.\*

Charleston—Timber Land.—Chartered: Berkeley Timber Co., with \$1400 capital stock.

Columbia—Gas Plant.—Pintsch Compressing Co. has not awarded contract for the construction of gas plant, as recently mentioned.

Newberry—Knitting Mill.—Ashley Manufacturing Co., reported incorporated last week, takes over and will enlarge the Newberry Knitting Mills.

Rosemary—Machine Shops.—Georgetown and Western Railroad Co. will rebuild machine shops recently burned. W. H. Andrews, Georgetown, S. C., is superintendent.

Sumter—Electric-light Plant and Water-works.—Sumter Light & Power Co. has been incorporated with \$80,000 capital stock by Marion Moise of Sumter, G. E. Ladshaw and F. T. Bryant of Spartanburg, S. C.

## TENNESSEE.

Chattanooga—Woolen Mill.—The company referred to last week as proposed will soon be organized with J. L. Hutcheson, president, and W. H. Reddick, superintendent. It proposes to erect a modern building and install 7200 spindles, 200 looms and 12 sets of cards to manufacture cassimeres for men's wear. Time for opening bids for machinery has not been decided. Mr. Hutcheson can be addressed care Park Woolen Mills, Rossville, Ga.

Chattanooga—Knitting Mill.—Mission Knitting Mills, recently reported to be established, has installed six knitting machines for manufacturing hosiery. This plant is experimental, and if successful will be indefinitely enlarged.

Chattanooga—Paper Mill.—O. D. Cornell, E. D. Bixby and associates of Kalamazoo, Mich., previously mentioned as to establish plant for manufacturing writing, news-print, book and wrapping papers, have completed arrangements. Buildings will include machine-room, two stories, 70x250 feet; rag department, three stories, 70x100 feet; beating-engine room, two stories, 70x200 feet; finishing department, two stories, 70x200 feet; boiler-house, one story, 60x150 feet; office building, 36x50 feet. All buildings of concrete, brick and steel, with fire doors and fire walls. Equipment to include 16 beating, refining and mixing engines to prepare the stock for paper machines, two large refining engines for finishing stock, two rag cutters, four cylinder railroad dusters, dust collectors, four stacks of supercalenders for finishing paper, four paper cutters, baling presses, air pumps, air distributors, water-pumping machinery, stock-pumping machinery, stock storage and mixing tanks, stock drainers to be constructed of concrete and steel, shafting, pulleys and boxes, hot-air-heating apparatus, 500-electric-light dynamo, 300-horse-power electric generator, two 400-horse-power Cross combined steam engines, two 300-horse-power Corliss engines, 2000-horse-power marine steam boilers, necessary coal-conveying machinery; chimney will be constructed of concrete; flue 12 feet in diameter, 160 feet high. The plant will have a daily capacity of 25 to 30 tons of writing paper. Charles B. Pride is architect in charge.

Chattanooga—Radiator Factory.—It is reported that the American Radiator Co. of Cincinnati, Ohio, and Chicago, Ill., is investigating site with a view to locating \$200,000 plant for the manufacture of radiators.

Columbia—Printing Plant.—The Maury Democrat, L. and E. C. Perry, proprietors, will rebuild that portion of plant recently reported burned.

Dickson—Water-works.—It is reported that a company will be organized to establish water-works by Fred S. Hall and others.

Elizabethton—Extract Plant.—It is reported that a company is being organized with \$150,000 capital stock and William P. Long, president and general manager, to establish extract plant. It is stated that 42 acres of land has been secured.

Erin—Electric-light Plant.—Erin Electric Light & Illuminating Co. is being organized with \$5000 capital stock by W. M. Adams, Eric Rauscher, J. C. Hobbs and others. It has secured franchise to construct electric-light plant.

Hohenwald—Telephone System.—A company has been organized with C. D. Loveless, president, and J. F. Whitwell, secretary, to construct telephone system.

Knoxville—Cider and Vinegar Factory.—H. C. Stagg of Norma, Tenn., and W. C. Wilson of Philadelphia, Pa., it is reported, are investigating site for the establishment of cider and vinegar factory, investing about \$25,000.

Memphis—Saw-mill.—Annesdale Lumber Co., previously reported incorporated with \$50,000 capital stock, has had plans prepared for mill building, two stories, 80x140 feet, with fireproof boiler-house and two dry-kilns.

South Pittsburg—Knitting Mill.—Aycock Hosiery Mills will erect two-story building, 40x200 feet, to cost about \$10,000, and install modern machinery for the production of knit goods.

## TEXAS.

Alvarado—Cotton Compress.—B. M. Sansom, W. H. Goldsmith of Alvarado, Bush & Witherspoon of Waco, Texas, and Merrifield & Zeigler of Dallas, Texas, are organizing company to establish cotton compress.

Barstow—Irrigation Plant.—Big Valley Irrigation Co. has been incorporated with \$24,000 capital stock to construct dams, lakes, etc., for irrigation purposes.

Bay City—Rice Irrigation.—Chartered: Booth Canal Co., by E. L. Booth of Markham, Texas, and associates.

Bay City—Rice Cultivation.—Texas Land & Rice Co. has been incorporated with \$100,000 capital stock by L. C. Luckel, R. M. Cash of Houston, Texas, and associates.

Beaumont—Oil Wells.—E. C. Ogden, J. C. Wilson, Emmett Landry and others have incorporated the Owl Oil Co. with \$10,000 capital stock.

Beaumont—Glass Factory.—Texas Glass Co. has about completed arrangements for the erection of proposed \$50,000 glass plant to be equipped for manufacturing bottles, jars, etc. Size and character of buildings have not been decided on nor engineer engaged, but it is proposed to have the plant in operation by September 1. Machinery has not been purchased; capital stock \$100,000. Henry Forbes, Sr., is president and manager; L. F. Chester, vice-president and treasurer; Ira P. Hildebrand, secretary, and Henry Schnell, manager. Mr. Forbes can be addressed until August at 702 East Cincinnati avenue, West End, San Antonio, Texas. (This enterprise was referred to in this department last October at some length, but plans for same have been somewhat delayed.)\*

Brownwood—Flour Mill and Grain Elevator.—Lamberton Mill & Grain Co. has increased capital-stock from \$50,000 to \$75,000.

Corpus Christi—Bridge.—Nueces county has voted affirmatively the proposed \$4000 bond issue for constructing bridge connecting Nueces and San Patricio counties. It is estimated that the bridge will cost \$6000, \$2000 of the amount to be paid by San Patricio county. Address County Clerk, Nueces county.

Dallas—Railroad Construction.—Union Construction Co. has been incorporated with \$500,000 capital stock by J. Mercer Carter and others for constructing railroads and railroad bridges.

Dallas—Telephone System.—Southwestern Telegraph & Telephone Co. has increased capital stock from \$10,000,000 to \$20,000,000 for the purpose of extending and improving its system in Texas and Arkansas. It is proposed within the next two years to put up two additional buildings in Dallas, but plans have not been decided on; G. W. Foster, assistant to general manager.

Denton—Cotton Gin.—Chartered: Farmers' Gin Co., with \$10,000 capital stock, by C. C. Yeatts, J. W. Underwood, R. S. Taylor and others.

Eagle Lake—Acetylene-gas Machine.—Tatters Acetylene Gas Generator Co. has been organized to manufacture the "Tatters" gas generator.

Galveston—Ship-repairing Plant.—It is reported that H. Penton of Detroit, Mich., is investigating with a view to establishing ship-repairing plant.

Galveston—Sewerage System.—City will receive bids until April 25 for extending the Tremont-street sewer; John D. Kelley, city secretary.\*

Gilmer—Water-works.—City has voted affirmatively the proposed bond issue for the construction of water-works. Address The Mayor.

Higgins—Mill and Elevator.—Incorporated: Higgins Mill & Elevator Co., with \$25,000 capital stock, by M. Lasker of Galveston, Texas, and associates.

Houston—Oil Wells.—P. M. Granberry, B. C. Taber and Ed Prather have incorporated the Pirate Oil Co. with \$30,000 capital stock.

Houston—Brass Works.—Kettler Brass Manufacturing Co. has increased capital stock from \$10,000 to \$20,000, and the capacity of plant will be increased.

Houston—Saw-mill.—American Building, Loan, Lumber & Land Co., dealer in lumber, has consolidated with a saw-mill company and will manufacture lumber. E. C. Branch is president.\*

Houston—Fig-preserving Plant.—J. C. Carpenter Fig Co. has been incorporated with \$50,000 capital stock by J. C. Carpenter of Aldine, Texas; R. W. Holbert of Arcadia, Texas; F. B. Walcott, C. A. McKinney and Jacob B. Baldwin, all of Houston, Texas. Mr. Carpenter was mentioned last month as to organize company for the establishment of plant to manufacture fig products.

Houston—Road Improvements.—Texas Grading Co. has contract for paving of 11 miles of road with crushed rock in different portions of the county; estimated cost \$80,000.

Hubbard City—Electric-light and Ice Plant, Bottling and Carbonating Works and Ice-cream Factory.—Union Central Light & Ice Co., recently mentioned, has completed organization with W. August Bass, president and manager; J. E. Waller, first vice-president; J. M. Carroll, second vice-president, to construct, equip, operate and maintain electric-light and ice plant, bottling and carbonating works and ice-cream factory; Allen & Scott, Waco, Texas, architects and supervising engineers; capital stock \$35,000. (This enterprise was referred to in February at some length in this department.)\*

Karnes City—Bridge.—Karnes county has voted affirmatively the proposed \$7500 bond issue for the erection of bridge. Address County Clerk.

Kenedy—Cottonseed-oil Mill.—Kenedy Cotton Oil Co. has been incorporated with \$25,000 capital stock by J. C. Hillje, Fred G. Hillje of San Antonio, Texas, and associates.

Loraine—Coal Mines.—M. T. White, it is reported, has discovered coal near Loraine, and arrangements will be made at once for sinking shaft and developing the property.

Marshall—Mill and Elevator.—Pitts Mill & Elevator Co. will erect building 36x56 feet, three stories in front, to be equipped as corn mill and grain elevator; capacity 500 bushels chops and 100 bushels meal. About \$10,000 will be invested. Contracts have been let.

Montgomery—Cotton Gin.—Montgomery Gin Co. has let contract for the erection of cotton gin to have a capacity of 40 bales daily; main building to be 20x62 feet, and power-house 26x28 feet.

Nathan—Cotton Gin.—J. W. Harper, V. S. Jenkins and J. R. Moreland have incorporated the Parker Gin Co. with \$5000 capital stock.

Normanna—Cotton Gin, etc.—Reports state that W. E. Miller has purchased from J. M. Chittim of San Antonio, Texas, cotton gin, together with two acres of land, corn sheller and broom thresher.

Orange—Steam Laundry.—Peerless Steam Laundry will erect one-story building, 40x100 feet, equipping as steam laundry. About \$2000 will be invested.

Strawn—Electric-light, Water-works and Ice Plants.—It is proposed to organize company to install electric-light plant, water-works and ice factory, and Eugene Moore is promoting the enterprise; electric lights to be furnished to town of Lyra, one and one-half miles distant.

Tyler—Cotton Mill.—Farmers' Educational and Co-operative Union is planning to build a cotton mill.

Velasco—Electric Plant, Ice Factory and Laundry.—C. H. Alexander of Galveston, Texas, is reported as to shortly begin the construction of proposed electric plant, ice factory and laundry.

Waco—Hardware.—Chartered: Ralley Hardware Co., with \$10,000 capital stock, by J. R. Ralley, W. A. Blackstrom and J. F. Brinkeroff.

## VIRGINIA.

Arvonia—Slate Quarries.—It is proposed to organize company for the development of slate quarries, and W. P. Venable, assistant cashier Planters' Bank, Farmville, Va., is interested.

Barton Heights (P. O. Richmond)—Street Improvements.—Town will vote April 17 on the issuance of \$15,000 of bonds for street improvements. Address Town Clerk.

Bowling Green—Telephone System.—N. T. McManaway, Box 14, is organizing company to construct telephone system.\*

Cloverdale—Stock Food, Drugs, etc.—Incorporated: F. A. Lankford & Co., with \$10,000 capital stock, to manufacture and deal in stock food, drugs, etc. F. A. Lankford is president; T. H. Lankford, secretary-treasurer.\*

Crab Orchard—Coal Mines and Coke Ovens. C. P. Perlin, J. P. Pierpont and others are arranging for the installation of coal and coking plant near Crab Orchard, and have let contract to the Minor Construction Co. of Big Stone Gap, Va., for 300 coke ovens.

Danville—Saw and Lath Mill.—Dan Valley Farm Co. has been incorporated with \$25,000

capital stock. A saw and lath mill will be erected. J. O. Boatwright is president, and F. H. Hobbs of Norfolk, Va., secretary-treasurer.\*

Dorchester—Coal Mines.—Colonial Coal & Coke Co. is extending railroad seven miles north of plant with a view of making several other openings on its coal property.

Franklin—Water-works and Sewerage System.—Southern Contracting Co., Norfolk, Va., is lowest bidder and has received contract at \$33,448.93 for constructing water-works and sewerage system, previously reported. Contract has also been let to the company for an extra pump at \$570.50; Chas. S. York, 1526 East Biddle street, Baltimore, Md., engineer in charge.

Louisiana—Water-works, Sewerage System and Gas Plant.—Town will let franchise April 28 for constructing water-works, sewerage system and gas plant; W. R. Goodwin, clerk.

Manchester—Bag and Trunk Factory.—Virginia Bag & Trunk Co. has let contract for the erection of proposed factory building; to be four stories and cost \$25,000.

Manassas—Mineral Springs.—Burnett Mineral Water Co. has been incorporated with \$50,000 capital stock for the development of the Burnett Mineral Springs in Culpeper county and the sale of mineral waters. John A. Nicol is president; M. B. Nicol, secretary-treasurer; principal office, Alexandria, Va., but for the present address Manassas, Va.\*

Manchester—Saw-mill.—Manchester Lumber Co., Miller & Weston, proprietors, is arranging for the establishment of saw-mill.

Marion—Vehicle Works, etc.—Marion Manufacturing & Milling Co. is being reorganized with \$30,000 capital stock and B. F. Buchanan, president; John S. Apperson, secretary-treasurer, and Thos. W. Lumsden, general manager.

Norfolk—Public Improvements.—Citizens of the Seventh ward have voted affirmatively the proposed bond issue previously mentioned for improving streets and installing sewerage system; H. S. Herman, city treasurer.

Norfolk—Bakery.—Chartered: Merchants' Bakery, with an authorized capital stock of \$25,000. W. R. Jennings of Newport News, Va., is president, and F. H. Hobbs of Norfolk, secretary-treasurer.

Norfolk—Printing and Publishing.—G. D. Dunbar & Co. has been incorporated with an authorized capital stock of \$15,000. G. D. Dunbar is president, and John C. Andrews, secretary-treasurer.

Norfolk—Soda Water, etc.—Incorporated: Cal-y-cine Company, with \$5000 capital stock, to deal in all kinds of soda water, cal-y-cine in particular. W. R. Martin is secretary-treasurer.

Norfolk—Bridges.—Willoughby Bay Railway Co. has made application for permission to construct two bridges over Bush and Mason creeks, each to have a 31-foot draw.

Norfolk—Cigarette Factory.—Ware-Kramer Tobacco Co. of Wilson, N. C., will remove its factory from Wilson, N. C., to Norfolk. A building has been secured and machinery is being installed for a daily capacity of 750,000 cigarettes.

Norfolk—Winery.—Garrett & Co. will erect a four-story addition, 112x158 feet, to winery, also boiler-room, machine shop, etc.; will install electrical equipment, elevators, etc., and 300,000-gallon additional cooperage. Between \$150,000 and \$250,000 will be invested. Paul Garrett is president.

Norfolk—Bag Factory.—Dixie Manufacturing Co. has been incorporated with an authorized capital stock of \$50,000. A. M. Agelasto is president; C. P. Twiford, secretary, and P. A. Agelasto, treasurer.

Phoebe—Gas Plant.—City is considering letting franchise for the construction of gas plant; L. P. Furness, mayor.

Richmond—Bridge.—Richmond, Fredericksburg & Potomac Railroad Co. is considering the building of an overhead bridge for a roadway near Acca, mentioned last week, but the matter has not been definitely determined. The work will, however, be done by the company's forces.

Richmond—Tooth-powder Factory.—S. H. Gunder, previously reported as to establish plant for manufacture of tooth powder, will operate as the Dr. E. L. Grove's Tooth Powder Co. About \$30,000 will be invested in buildings and equipment.

Richmond—Viaduct.—J. T. Wilson, it is reported, has contract to erect proposed viaduct for the Richmond & Chesapeake Bay Railroad; to be constructed of reinforced concrete and be 2900 feet long.

Richmond—Gas Plant.—City is reported as to make improvements to gas plant. Address The Mayor.

Staunton—Publishing.—Staunton Leader Publishing Co. has been incorporated with

an authorized capital stock of \$10,000. J. R. Taylor, Jr., is president, and H. L. Opie, secretary-treasurer.

Suffolk—Street Improvements.—Arrangements have been completed for proposed street improvements, and bids will be received until May 11; J. H. McCleary, chairman board of public improvements.\*

Sugar Grove—Lead Mines.—Rye Valley Lead Mines Co. has been reorganized with \$50,000 capital stock for continuing the operation of lead mines in Rye valley; J. T. Calhoun, manager.

#### WEST VIRGINIA.

Bramwell—Coal Mines.—Chartered: Hemlock Coal Co., with \$25,000 capital stock, by R. G. Bryant, Wesley Wicks, W. R. Whitman and others.

Clover Lick—Lumber Plant.—De Ran Lumber Co. is reported as arranging for the erection of lumber plant with a capacity of 30,000 to 60,000 feet. D. H. Rittenhouse is engineer in charge.

Elkins—Planing Mill.—Elkins Planing Mill Co., previously reported incorporated with \$50,000 capital stock, has completed organization with Thomas Donohue, president; J. W. Knopsnyder, vice-president; Lee Crouch, secretary; R. A. McDonald, treasurer, and R. M. McMillen, manager.

Hagans—Telephone System.—Incorporated: Behler-Hagans Telephone Co., with \$24,000 capital stock, by J. W. Kennedy, Nixon Michael, Norman Cordray of Behler, W. Va.; C. C. Michael and J. L. Eddy of Arnettville, W. Va.

Huttonsville—Timber Development.—It is reported that C. B. Howard & Co. of Williamsport, Pa., has purchased 40,000 acres of timber land in Randolph county for development purposes.

Logan—Furniture Factory.—The Hudson School Furniture Co. will rebuild that portion of plant recently burned at a loss of \$10,000.

Morgantown—Cement Plant.—Federal Portland Cement Co. has been incorporated with \$500,000 capital stock for the establishment of a cement plant on Deckers creek, 10 miles from Morgantown. Plans are being prepared for a steel building 150x600 feet, which will be equipped for a daily capacity of 1200 barrels.

Welch—Tannery.—Edgar P. Rucker, Luther C. Anderson, D. J. F. Strother and associates have incorporated the Georgian Tanning Co. with \$5000 capital stock.

Wheeling—Land Improvement.—Mozart Land Co., recently reported incorporated with \$30,000 capital stock, has purchased 70 acres of land, which will be developed as suburban site.

Wheeling—Saw and Planing Mill.—H. E. Forney, T. M. Haskins, William Menkemiller and others have incorporated the Riverside Lumber Co. with \$25,000 capital stock to operate saw and planing mill.

Williamson—Bakery.—Williamson Baking Co., reported incorporated last week with \$10,000 capital stock, will operate bakery with a daily capacity of 5000 loaves and ice-cream factory with a capacity of 75 gallons daily. C. B. Adair is president and general manager; W. E. Minter, secretary-treasurer, and W. I. McCann, engineer in charge.\*

#### INDIAN TERRITORY.

Durant—Water-works and Sewerage System.—City has voted affirmatively the \$15,000 water-works-extension bonds and \$20,000 sewer bonds recently mentioned. Address The Mayor.

Durant—Telephone Equipment.—Reports state that E. J. Noblett of Chicago, Ill., will establish plant for the manufacture of apparatus pertaining to telephone construction. It is estimated that about 5,000,000 feet of lumber will be used yearly.

Madill—Cotton Compress.—It is reported that Charles Webb of Hugo, I. T., will establish cotton compress.

Tahlequah—Water-works.—City has voted affirmatively the proposed \$25,000 bond issue for water-works. Address The Mayor.

#### OKLAHOMA TERRITORY.

Aline—Telephone System.—Incorporated: Aline Telephone Co., with \$5000 capital stock, by John Hartshorne of Aline, H. A. Noah of Alva, O. T., and others.

Anadarko—Manufacturing.—Incorporated: Camphoratum Company, with \$14,000 capital stock, by J. A. Dunkler, M. M. Shaw and associates.

Elk City (P. O. Busch)—Lumber Company. George F. Sisson Lumber Co. has been incorporated with \$50,000 capital stock by George F. Sisson, N. S. Sisson and C. H. Tinker.

Elk City (P. O. Busch)—Water-works.—Town will receive bids until May 11 for constructing water-works for which a \$25,000 bond issue was reported last week as voted; M. A. Earl & Co., consulting engineers, Muskogee, I. T., and Chicago, Ill.\*

Frederick—Oil and Gas Wells, etc.—Frederick Oil, Gas & Development Co. has been incorporated with \$100,000 capital stock by J. D. Stalford, T. E. Campbell, A. Lair and associates.

Guthrie—Rubber Factory.—Royal Rubber Co. has been incorporated with \$300,000 capital stock by H. W. Pentecost of Guthrie, A. H. Manning and J. Bramall of San Francisco, Cal., for the purpose of growing the cayule plant, extracting rubber therefrom and manufacturing rubber goods. It is proposed to grow the plant and establish factory in the vicinity of El Paso, Texas; main office, Guthrie, O. T.

Harrah—Cotton Gin, etc.—P. B. Marrow, J. E. Smith, Dr. K. Haas and associates have incorporated the Oklahoma Ginning & Business Co. with \$10,000 capital stock.

Junction City (not a postoffice)—Land Improvements.—Junction City Townsite Co. has been organized with \$20,000 capital stock for the development of townsite at Junction City, 10 miles south of Lawton, O. T. J. C. Talmadge is president; George B. Bushy, secretary, and T. M. Johnston, treasurer, all of Lawton, O. T.

Lawton—Street-paving.—City is arranging for constructing cement sidewalks, and bids will be received for same until May 7; W. R. Julian, city clerk.\*

Mountain Park—Telephone System.—W. W. Watson, C. E. Jecks, D. A. Giles and others have incorporated the Mountain Park Telephone Co. with \$5000 capital stock.

Oklahoma City—Water-works.—City has completed arrangements for constructing water-works, and bids will be received until April 24; J. F. Messenbaugh, mayor.\*

Oklahoma City—Paint and Paper Company. Eastland Bros. Paint & Paper Co. has been incorporated with \$30,000 capital stock by A. M. Eastland, M. D. Eastland and W. M. Sites.

Oklahoma City—Cotton Compress.—Traders' Compress Co. has purchased six acres of land on which to locate a cotton compress.

Oklahoma City—Gas and Electric Plants.—It is reported that the Oklahoma City Gas & Electric Co. will expend \$125,000 in improvements to plants, erecting new buildings and installing additional equipment. It is also stated that the company will begin at once the construction of seven miles of additional gas mains.

Shawnee—Lumber Company.—Incorporated: Home Lumber Co., with \$5000 capital stock, by M. M. Baker, P. Baker and L. L. Gilmore.

Stillwater—Copper Mines.—Single State Copper Co. has been incorporated with \$100,000 capital stock by W. W. Kolburn, R. J. Smith, A. M. Greiner, C. M. Eyler and associates.

Union City—Bridge.—Chicago, Rock Island & Pacific Railway, J. B. Berry, chief engineer, Chicago, Ill., will build a bridge of five spans, 200 feet each, of through truss on concrete piers, across the South Canadian river, recently mentioned. Bridge will not cost more than \$200,000.

#### BURNED.

Baltimore, Md.—Stable of M. Fox & Sons Company, 318-322 North street; loss about \$50,000.

Durham, N. C.—Denmark, Grist & Co.'s woodworking plant.

Green Spring, W. Va.—United States Lumber Co.'s planing mill.

Mobile, Ala.—Cleveland Bros.' grist mills.

Palatka, Fla.—Selden Cypress Co.'s dry-kiln; loss \$8000.

Rome, Ga.—Grist mill owned by J. J. Leob of Atlanta, Ga., and operated by S. D. Corewall; loss \$5000.

Whitecastle, La.—Luke B. Babin's moss factory; loss \$1500.

Windom, Texas.—J. H. Baldwin's cotton gin; loss \$20,000.

Woodleaf, N. C.—J. L. Thompson & Co.'s saw-mill.

#### Lima Locomotives Sold.

During the past week the Lima Locomotive & Machine Co. of Lima, Ohio, has sold Shay locomotives to the following: Cook-Day Lumber Co., New Orleans, 20 tons; Pacific Lumber Co., San Francisco, 55 tons; American Lumber Co., Mobile, 65 tons; Copp Lumber Co., Shubuta, Miss., 28 tons; Raleigh & Southport Railway, Raleigh, 17x20 consols.; McGowan Company, Shivers, Miss., 20 tons; Blind River (Ont.) Transportation Co., 28 tons.

#### BUILDING NOTES.

\*Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery, Proposals and Supplies Wanted."

Amarillo, Texas—Store and Office Building. Bids will be opened about April 30 for the erection of store and office building for T. Carson, 90x140 feet, of brick; steam heat; electrical equipment; cost \$39,000. Sanguinet & Staats, Fort Worth, Texas, prepared the plans.

Anniston, Ala.—Warehouse.—Calhoun County Division of the Farmers' Educational and Co-operative Union of America is having plans prepared for the erection of cotton warehouse of steel and artificial stone. Dr. J. A. Vanden Burg is chairman of the building committee.

Athens, Ga.—School Building.—City is considering issuing \$40,000 of bonds for the erection of school buildings. Address The Mayor.

Atlanta, Ga.—Dwelling.—J. Carroll Payne will erect \$25,000 brick residence.

Atlanta, Ga.—Home.—Plans have been prepared for a \$50,000 building to be erected for the Old Woman's Home; Mrs. S. J. Purtell, president.

Atlanta, Ga.—Depot.—Plans have been completed for proposed freight depot for the Louisville & Nashville Railroad; to be five stories, 50x250 feet, and cost from \$250,000 to \$300,000; W. H. Courtenay, Louisville, Ky., chief engineer.

Atlanta, Ga.—Dwelling.—E. C. Wachen-dorff, 527 Empire Building, has prepared plans for \$3500 residence to be erected by W. H. Booth.

Atlanta, Ga.—Store Building.—W. T. Healey is having plans prepared by E. C. Wachen-dorff, 527 Empire Building, for three-story red pressed brick building with limestone front to cost \$5000; to have plate-glass windows, sidewalk lights, modern plumbing, electric wiring, etc.

Atlanta, Ga.—Warehouse.—E. P. Helfner has contract to erect warehouse for McCord-Stewart Company after plans by E. C. Wachen-dorff, 527 Empire Building; fireproof construction; four stories, 88x120 feet; brick walls and reinforced concrete floors and columns; metal window frames and wireglass; electric wiring in iron conduits; electric freight elevator; plumbing; steam heat, etc.; cost \$40,000.

Baltimore, Md.—Warehouse.—Pierre C. Dugan & Nephew, 16 East Lexington street, as agents for Misses Bogue, have awarded contract to James F. Farley, 207 North street, for the construction of warehouse at southeast corner Gay and Water streets; five stories, 40x77 feet; brick with stone trimmings; steel beams; cast-iron columns; slag roof; metal frames and sashes; electric wiring and fixtures; sanitary plumbing; steam-heating system and elevators not included in contract; Owens & Sisco, architects, Continental Building, Baltimore and Calvert streets.

Baltimore, Md.—Asylum Buildings.—St. Joseph's House of Industry, 117-123 North Carey street, has commissioned Tormey & Leach, architects, 323 North Charles street, to prepare plans and specifications for asylum buildings to be erected at northwest corner Charles and 28th streets. Plans provide for main building, three stories and basement, 150x150 feet, boiler-house, laundry and stable.

Baltimore, Md.—Apartment-house.—John J. Mahon, Rennert Hotel, has purchased lot at southwest corner Calvert and 28th streets and will erect apartment-house or dwellings on the site, which is 123x200 feet.

Baltimore, Md.—Warehouses.—Lyttleton F. Johnson, 406 North Howard street, and A. Kohler have commissioned Jacob F. Gerwig, architect, Hoffman Building, 11 East Lexington street, to prepare plans and specifications for five-story brick warehouse to be erected at 404 and 406 North Howard street.

Baltimore, Md.—Store Building.—The Snel-lenburg Clothing Co., Philadelphia, Pa., has commissioned Simonson & Pletsch, architects, American Building, Baltimore and South streets, to prepare plans and specifications for store building to be erected at northeast corner Baltimore and Liberty streets; six stories, 36x108 feet; brick with terra-cotta trimmings; steel beams and girders; possibly fireproof; electric wiring and fixtures; sanitary plumbing; steam-heating system; elevators.

Baltimore, Md.—School.—St. Joseph's Lyceum and School, Rev. Felix Ward, rector, Old Frederick road, will remodel its present school building and erect an addition in the rear; addition to be two stories and base-



ment, 38.5x79 feet; brick with granite trimmings; reinforced concrete foundation; steel girders; cast-iron columns; tin roof; galvanized-iron cornice; rolling partitions; terrazzo floors; electric wiring and fixtures; sanitary plumbing; steam-heating system; bids to be in May 1; D. X. Murphy & Bro., architects, 250 5th street, Louisville, Ky. Henry S. Rippel, 7 Clay street, is among the builders estimating on construction.

Baltimore, Md.—Stable and Warehouse.—The Standard Oil Co., Thomas Goodwillie, general manager, Maryland Trust Building, will erect one-story brick stable 32x123, one-story brick office building 16x33 feet and one-story brick canhouse 20x50 feet at Clarkson and Wells streets to cost about \$7000.

Baltimore, Md.—Pythian Temple.—Knights of Pythias, Lexington and Gay streets, have appointed John P. Lauber president, Olin Bryan vice-president, Harry L. Price secretary and Samuel H. Tattersall, treasurer of building committee to arrange for the purchase of new site and the erection of new temple.

Baltimore, Md.—Amusement-park Buildings.—The United Railways & Electric Co., Continental Building, Baltimore and Calvert streets, has awarded contract to R. H. Ford & Co., Equitable Building, Fayette and Calvert streets, for the construction of an addition 25x50 feet to dancing pavilion and erection of new carousel 78x78 feet; frame construction on stone foundation; cost about \$5500; Simonson & Pietsch, architects, American Building, Baltimore and South streets.

Baltimore, Md.—Dwellings.—The Lakewood Real Estate Co., 909 North Eutaw street, has commissioned Jacob F. Gerwig, architect, Hoffman Building, 11 East Lexington street, to prepare plans and specifications for 40 two-story brick dwellings to be erected on Lakewood avenue and Keyser street.

Baltimore, Md.—Dwellings.—Oldenberg & Kelley, 15 East Lombard street, will erect 46 two-story brick dwellings on O & K Place near Collington avenue to cost about \$37,000.

Baltimore, Md.—Dwellings.—John S. Bridges, 28 South Charles street, has awarded contract to Willard E. Harn, 109 Clay street, for the construction of 10 dwellings on North avenue between Druid Hill avenue and McCulloch street; three stories; brick with stone trimmings; slag roof; electric wiring and fixtures; sanitary plumbing; hot-air-heating systems.

Barboursville, Ky.—Courthouse Improvements.—Knox county will erect addition to courthouse, mentioned last week; to be partly fireproof, equipped for hot-air-heating plant, electric and gas fixtures and cost about \$10,000. Competitive plans are desired from architects. Address F. D. Sampson, Barboursville, Ky.\*

Bay St. Louis, Miss.—Bank Building.—Bids will be received for two weeks from April 23 for the erection of a two-story brick and artificial-stone building for the Merchants' Bank, previously reported. Plans may be seen at the office of the bank, Bay St. Louis, or at office of Southron R. Duval, architect, 606 Common street, New Orleans, La.

Beaver, O. T.—Courthouse.—Beaver county is considering the erection of courthouse. Address County Judge.

Biloxi, Miss.—Masonic Temple.—Magnolia Lodge, A. F. and A. M., has purchased site on which to erect a three-story press-brick, stone-trimmed lodge building to cost \$25,000.

Birmingham, Ala.—Dwelling.—J. C. Virden has permit for erection of proposed two-story frame residence to cost \$8500.

Boydton, Va.—Town Hall.—Town will issue \$4000 of bonds for erecting town hall. Address Town Clerk.

Chattanooga, Tenn.—Business Building.—J. B. Pound has completed arrangements for the erection of proposed three-story brick business block 61x167 feet after plans by Huntington & De Sabla. Allen & Curry have the contract for the brick work and John Trout & Co. for the stone work. S. Hunt is superintendent of construction.

Chattanooga, Tenn.—Warehouse.—J. R. Taylor prepared the plans and will superintend the construction of fireproof warehouse 50x120 feet, with gravel roof, to be erected by T. F. Stewart at a cost of \$7000.

Claremont, Va.—School Building.—Surry county is arranging for the erection of high-school building to cost \$5000; L. N. Savedge, county superintendent of schools.

Clarksville, Ga.—Bank and Office Building.—John Martin has purchased site on which to erect three-story brick bank and office building. Plans have not been adopted.

Columbia, Miss.—Warehouse.—D. S. McClanahan has contract to erect warehouse for John S. Robertson after plans by J. P. Stinael; two stories, 30x80 feet; fireproof construction; steam or hot-water heating plant;

electric lights; one hand-power freight elevator; cost \$6000.

Conway, S. C.—Courthouse and Jail Building.—Leitner & Wilkins, 409-410 Southern Building, Wilmington, N. C., have been engaged to prepare plans and specifications for courthouse and jail building to be erected by Horrey county; cost \$40,000.

Courtland, Ala.—Building.—E. L. Wann has let contract for the erection of a two-story brick building 40x120 feet, to have iron front.

Dallas, Texas.—College Building.—Stephenson-Kenyon Construction Co. has contract to erect three-story building for Holy Trinity College. H. A. Overbeck prepared the plans.

Dallas, Texas.—Church.—Mallalieu Methodist congregation is considering plans for the erection of proposed \$10,000 edifice. Address The Pastor.

Donaldsonville, La.—School Building.—Jefferson Construction Co., Birmingham, Ala., has contract at \$47,583 for the erection of proposed high-school building; Mackenzie & Goldstein, New Orleans, La., architects.

Florence, S. C.—Business Block.—W. R. Barringer is having plans prepared by Leitner & Wilkins, 409-410 Southern Building, Wilmington, N. C., for \$15,000 business block.

Florence, Ala.—Business Building.—M. J. Millard has let contract for the erection of two-story brick business building, 20x75 feet, of ordinary fireproof construction; gas and electric fixtures; cost \$10,000.

Florence, S. C.—Dwelling.—Leitner & Wilkins, 409-410 Southern Building, Wilmington, N. C., are preparing plans for E. F. Douglas' proposed \$7000 residence.

Florence, S. C.—Dwelling.—John L. Barringer has engaged Leitner & Wilkins, 409-410 Southern Building, Wilmington, N. C., to prepare plans and specifications for \$12,000 brick residence.

Fort Smith, Ark.—School Building.—A. Klingensmith is preparing plans for school building, previously reported; brick and stone; steam heat; cost \$10,000 or \$12,000.

Fort Worth, Texas.—Apartment-house.—Dr. F. D. Thompson has purchased site on which to erect a four-story apartment-house to cost \$65,000.

Fort Worth, Texas.—Lodge Building.—Heck & Unlander have contract at \$10,500 for the erection of proposed building for Fort Worth Lodge No. 251, I. O. O. F.

Gainesville, Texas.—Depot.—It is reported that the Missouri, Kansas & Texas Railway will erect freight depot. F. W. Bailey, Denison, Texas, is supervisor bridges and buildings.

Gainesville, Fla.—Hotel.—W. R. Thomas and associates are considering the erection of a \$100,000 hotel.

Gate City, Va.—Hotel.—Boatwright Bros. have let contract for the erection of a three-story hotel.

Georgetown, Texas.—Dormitory.—Executive Committee of the Southwestern University will receive bids for the erection of a three-story dormitory building to cost about \$60,000. Address Dr. John B. Nelson.

Glen View, Ky.—Dwelling.—McDonald & Dodd, Louisville, Ky., have been commissioned to prepare plans for residence to be erected by S. Thurston Ballard, replacing structure recently burned. The floors and partitions will be of armored concrete.

Granger, Texas.—Lodge Building.—Henry Struve is preparing plans for two-story building 50x100 feet of cement blocks to be erected by local lodge of Odd Fellows at a cost of \$7000.

Greenwood, S. C.—Warehouse.—J. W. Wells is preparing plans for three-story warehouse 200x250 feet of mill construction, reported last week to be erected by the Farmers' Warehouse Co.; cost \$17,500 to \$20,000.

Hamlet, N. C.—Transfer Shed.—Seaboard Air Line Railway Co. has let contract to W. R. Bonsall & Co. for the erection of proposed transfer shed, 32x60 feet, ordinary construction, equipped with electric fixtures, and cost \$8000.

Hattiesburg, Miss.—Store and Office Building.—Thomas W. Ferguson will erect a six-story store and office building, and wants architects to submit sketches; building to have two stores on first floor and offices on remaining floors.\*

Hattiesburg, Miss.—Office Building.—It is proposed to erect a six-story store and office building 60x90 feet of pressed brick with terra-cotta trimmings; hot-water-heating plant; eight or ten-passenger car elevator; gas and electric fixtures; mail chute; necessary telephone connections in each office; water and sewerage connections on each floor, etc. Thomas M. Ferguson, representing the owners, wants architects to submit pencil sketches.

Hawkinsville, Ga.—City Hall and Audito-

rium.—W. R. Gunn, Macon, Ga., has been commissioned to prepare plans and specifications for \$30,000 city hall and auditorium previously reported to be erected by the city.

Helena, Ark.—Hotel.—Arrangements are being made for the erection of a three-story brick annex, 65x132 feet, to the Cleburne Hotel at a cost of \$15,000.

Henderson, N. C.—Theater.—Hill C. Linthicum, Durham, N. C., is preparing plans for theater to be erected by B. S. Aaronson and associates at a cost of \$10,000.

Houston, Texas.—Dwellings.—Dr. Peyton S. Griffith is arranging for the erection of five brick residences.

Houston, Texas.—Office Building.—Allen Paul is arranging for erection of eight-story brick and stone office building.

Houston, Texas.—Office Building.—O. H. P. Rudisill has completed plans for five-story pressed-brick and terra-cotta office building for the Bender estate.

Houston, Texas.—Store and Office Building.—Judge Brashear is arranging for erection of three-story store and office building.

Jackson, Miss.—Hotel.—R. H. Hunt, Chattanooga, Tenn., is preparing plans for \$25,000 hotel to be erected by George Lemon.

Jackson, Miss.—Building.—R. H. Hunt, Chattanooga, Tenn., has been engaged to prepare plans for improvements to be made to Deaf and Dumb Institute.

Jefferson City, Mo.—Hotel.—Miller & Opel, architects, will receive bids until April 25 for an addition to the Central Hotel, J. H. Huegel, proprietor; five stories, 50x100 feet; brick and stone; tar and gravel roofing; hard plaster; electric lights, etc.; cost \$30,000.

Kansas City, Mo.—Building.—Minneapolis Threshing Machine Co., 1319 West 10th street, has purchased site 240x112½ feet on which to erect a one-story building.

Keystone, W. Va.—Store and Opera-house.—J. M. Wiggins has contract to erect three-story building, 50x150 feet, for North & Harper after plans by Barber & Klutz, Knoxville, Tenn.; ordinary construction; steam heat; electric lights.

Key West, Fla.—Business Building.—A. Louis has purchased site on which to erect a five-story building.

Knoxville, Tenn.—Church.—Badgley & Nicklas of Cleveland, Ohio, have been engaged to prepare plans and specifications for proposed edifice for the Luttrell Street M. E. Church; stone construction; main auditorium to have a seating capacity of 600; cost \$30,000.

Lexington, Ky.—Flat Building.—Mrs. Jacobs is having plans prepared by C. S. Balnum for a two-story flat building to cost \$6000; building to be 29x75 feet; brick, stone and terra-cotta; nickel plumbing; composition and slate roofing; hard plaster; gas and electric fixtures; ornamental-iron work; art glass; tiling, etc.

Lexington, Va.—Building.—Agnor & Son, Lynchburg, Va., have contract for the erection of building at the Virginia Military Institute to be used as kitchen; cost \$11,500.

Little Rock, Ark.—Office Building.—Plans are being prepared for a six-story addition to be erected to the People's Building at a cost of \$30,000.

Little Rock, Ark.—Warehouse.—Mann & Downey are preparing plans for one-story warehouse, 80x200 feet, of brick and concrete blocks to be erected by Thomas J. Darragh.

Littletown, W. Va.—School Building.—James Chaplain of New Martinsville, W. Va., has contract for the erection of proposed school building to cost \$18,000 to \$20,000.

Lockhart, Texas.—School Building.—City will vote May 3 on \$15,000 bond issue for the erection of school building; E. M. Storey, mayor.

Louisville, Ky.—Warehouse.—Wood, Stubbs & Co., 217 East Jefferson street, have secured site on which to erect warehouse.

Lynchburg, Va.—Club Building.—Lynchburg Cotton Mills will erect two-story club building for employees; structure to be 50x70 feet, equipped with baths, assembly halls, etc.; cost about \$10,000.

Memphis, Tenn.—Building.—Joseph Martin and Frank F. Hill, trustees for the Wood estate, have engaged Chighizola, Hanker & Cairns to prepare plans for four-story building 37½x149 feet of brick with stone and terra-cotta front.

Memphis, Tenn.—Warehouse.—J. A. Bailey will erect warehouse.

Memphis, Tenn.—Warehouse.—J. Rose is completing arrangements for the erection of proposed four-story warehouse 80x271 feet to cost \$30,000. It is proposed to divide the building into four sections, each section having 40,000 square feet of floor space.

Memphis, Tenn.—Building.—Cole Manufacturing Co. is erecting an addition to glazing-

room, and not erecting warehouse as mentioned last week.

Millan, Mo.—Courthouse.—Sullivan county will vote April 24 on a \$75,000 bond issue for the erection of courthouse. Address County Judge.

Mobile, Ala.—Hotel.—New Battle House Co., recently incorporated, has engaged Frank M. Andrews, 25 East 3d street, Cincinnati, Ohio, to prepare plans for hotel.

Montgomery, Ala.—Hotel.—Frank Lockwood, architect, and W. T. Robertson have purchased site on which it is stated a six-story hotel with sandstone front will be erected.

Mooreville, N. C.—School Building.—Town will vote April 17 on a \$10,000 bond issue for erecting school building previously mentioned; A. I. Starr, mayor.

Moundsville, W. Va.—Church.—Simpson M. E. Church, mentioned last week to build edifice, will erect brick building with stone face, 122½x108 feet, at a cost of \$40,000. Architect has not been engaged; J. C. Bardall is chairman of building committee.

Murray, Ky.—School Building.—Jim Hicks and George Aycock have contract at \$16,140 for the erection of proposed school building.

Nashville, Tenn.—Building.—Lobeck Bros. have let contract for the construction of proposed \$100,000 building; Thompson, Gibel & Asmus, architects.

Nashville, Tenn.—Bank Building.—T. S. Marr is preparing plans for a banking-house to be erected by Goulding Marr at a cost of \$15,000.

New Iberia, La.—School Building.—Police jury of Iberia parish have authorized the issuance of \$15,000 of bonds for school purposes.

New Martinsville, W. Va.—Municipal and Jail Building.—City is having plans prepared for proposed municipal and jail building; to be of brick construction and cost \$5000. Address The Mayor.

Newnan, Ga.—Depot.—It is reported that the Atlanta & West Point Railroad and other roads entering Newnan are having plans prepared for the erection of a union depot, 120x120 feet; cost \$25,000. H. Smith, Montgomery, Ala., is supervisor of bridges and buildings.

New Orleans, La.—Casino.—Toledano & Wogan are preparing plans for casino mentioned last week to be erected by the Equitable Real Estate Co., Ltd., 220 Carondelet street.

New Orleans, La.—Church.—First Christian Church is arranging for the erection of \$15,000 edifice; A. C. Harris, pastor.

New Orleans, La.—Church.—Southron R. Duval, 606 Common street, New Orleans, La., has prepared plans for two-story frame edifice with tiled roof to be erected by the First Christian Church; cost \$10,000.

New Orleans, La.—Depot.—It is reported that the Texas & Pacific Railway is arranging for the erection of a \$100,000 passenger station. B. S. Walther, Dallas, Texas, is chief engineer.

Newport News, Va.—Building.—Ed Morgan has contract at \$6650 for remodeling building at 224-226 23d street for Hoster-Columbus Associated Brewers Co.

Newport News, Va.—Coal Pier.—Sanford & Brooks Company, 15 South street, Baltimore, Md., has contract to build proposed coal pier for the Chesapeake & Ohio Railway; to be 550 feet long, 55 feet high; built on creosoted-pile foundations with superstructure of Georgia pine; inclined approach to be 700 feet long and the pier to be of sufficient length to load four seagoing vessels at a time. Contract was erroneously reported last week as having been let to Ernest Williams, Lynchburg, Va. Mr. Williams' contract is to furnish lumber for the piers.

Norfolk, Va.—Hotel.—Atlantic Hotel Corporation, previously reported organized with A. D. Jackson, president, is having plans prepared for 10-story fireproof addition to Atlantic Hotel; cost \$400,000.

Norfolk, Va.—Building.—J. H. Pierce has contract to erect building for R. B. Fentress after plans by A. Eberhard, 43x239 feet; mill construction; hot-water-heating plant; electric and gas fixtures; cost \$65,000.

Norfolk, Va.—School Building.—J. N. Harris is lowest bidder at \$14,600 for the erection of three-story brick school building at Port Norfolk, previously reported.

Norfolk, Va.—Hotel.—Colonial Building Corporation, which is erecting the Colonial Theater, is arranging for the building of an eight-story hotel adjoining theater; cost \$125,000.

Norfolk, Va.—Apartment-house.—A stock company being organized by W. L. Spratley and associates is having plans prepared by Ferguson & Callow for the erection of \$250,000 apartment-house.

Odessa, Texas.—Bank Building.—Dan Rogers, Boston, Mass., is preparing plans for building previously reported to be erected by the Citizens' National Bank; ordinary construction; 25x60 feet; cost \$4000.

Oklahoma City, O. T.—Building.—J. W. Jenkins' Sons Music Co. has purchased site on which to erect a three-story brick building to have an entire plate-glass front; main office, Kansas City, Mo.

Paragould, Ark.—Depot.—It is reported that the St. Louis Southwestern Railway is arranging for the erection of a \$15,000 depot. F. H. Britton, St. Louis, Mo., is general manager.

Pass Christian, Miss.—School Building.—J. E. Hebert, 318 Reynold street, Biloxi, Miss., is preparing plans for high-school building to be erected at a cost of \$16,000.

Pensacola, Fla.—Store and Apartment Building.—T. L. Gant is arranging for the erection of a five-story store and apartment building.

Portsmouth, Va.—Warehouse.—Alsop & Pierce, Newport News, Va., have contract to erect proposed fertilizer warehouse for the Seaboard Air Line Railway, 80x200 feet; frame covered with galvanized iron; pile foundation; gravel roof; electric fixtures; cost \$3000.

Raleigh, N. C.—School Building.—Architect has not been engaged to prepare plans for \$15,000 school building previously mentioned. Address The School Committee.

Richmond, Va.—Warehouse.—J. T. Wilson has contract to erect warehouse for the Stephen Putney Shoe Co. Carpenter & Blair, 569 Fifth avenue, New York, N. Y., was previously reported as preparing plans for a one and two-story building, 200x230 feet.

Richmond, Va.—Hotel.—Joseph M. Fourqurean is arranging for the erection of a five-story hotel to cost \$35,000.

Richmond, Va.—Store Buildings.—Whitlock Estate, James R. Gordon, manager, will erect four-story building 51x130 feet.

Richmond, Va.—Hotel Improvements.—John Keenan Peebles, Norfolk, Va., is preparing plans for addition to be made to hotel owned by A. D. Atkinson; to be 100x200 feet; fireproof; steam heat; electric lights; hydraulic elevator. It is estimated that \$350,000 to \$400,000 will be expended in improvements. Contract will be let about May 15 or June 1; I. L. Atkinson, manager.

Richmond, Va.—Store Building.—Wirt A. Chesterman has contract to erect four-story brick and stone building for the Tragle Drug Co. after plans by Albert F. Hunt; cost \$30,000.

Richmond, Va.—Dwelling.—John T. Wilson has contract to erect three-story residence at Laburnum for Joseph Bryan, replacing structure previously reported burned; to be entirely fireproof, of granite, limestone and terra-cotta, and have 50 rooms and 17 bathrooms; electric and gas lights; electric passenger and freight elevators and dumb-walkers. Parish & Shroder of New York, N. Y., prepared the plans.

Rock Hill, S. C.—Dwelling.—Carr Contracting Co. has contract to erect a concrete-block dwelling for Dr. A. J. Evans after plans by A. J. Carr; cost \$2500.

Runge, Texas.—Store Building.—Julius Bennett will erect brick store building with metal roof and plate and prism-glass front to cost \$10,000; Bailey-Mills Company, Victoria, Texas, architects and contractors.

San Angelo, Texas.—Depot.—C. H. Page, Jr., of Austin, Texas, it is reported, has been commissioned to prepare plans for \$30,000 depot for the Gulf, Colorado & Santa Fe, recently mentioned.

San Antonio, Texas.—Business Building.—R. McMonigal has secured permit for the erection of proposed three-story brick business building; cost \$6500.

Seguin, Texas.—Opera-house, etc.—A company is being organized with \$25,000 capital stock by E. van Boeckmann, E. A. Weinert and H. J. Blumberg to build opera-house and amusement park. A plat of land 250x375 feet has been purchased.

Sewell's Point, Va.—Building.—The South Carolina Commissioners have under consideration the erection of a State building on the exposition grounds. An appropriation of \$20,000 has already been made for exposition purposes. August Kohn, Columbia, S. C., is secretary.

Shawnee, O. T.—Business Building.—Pike Baker has purchased site on which to erect a five-story store, office and lodge building.

Shelbyville, Mo.—School Building.—C. E. Wallis, secretary school board, is receiving plans and specifications for a \$12,000 brick school building, for which bonds have been voted. Stone, brick and other material in the present building can be used in new one.

Shreveport, La.—Bank and Office Building.

J. L. Busby has contract to erect building for Mrs. Mary P. Busby, previously reported; six stories, 40x60 feet, of reinforced concrete; steam or hot-water-heating plant; gas and electric fixtures; electric elevator; cost about \$50,000.

Somerset, Ky.—Library Building.—J. P. W. Brouse, secretary Board of Education, will receive bids until April 25 for the erection of public library building in accordance with plans and specifications on file in the secretary's office. Bids will be received for the building as a whole exclusive of heating, plumbing and wiring, for which separate bids will be received. A certified check for \$500 must accompany each bid. Board of Education reserves usual rights.

St. Louis, Mo.—Terminals.—Rock Island-Frisco Terminal Railway Co. has been incorporated with \$5,000,000 capital stock by A. J. Davidson, C. R. Gray, L. F. Parker, Leroy Kramer and H. E. Hand for completing the St. Louis and East St. Louis terminals of the Rock Island-Frisco system and the erection of freight station at a total cost of \$2,000,000.

St. Matthews, S. C.—Church.—Lewisville Baptist Church is considering plans and specifications for the erection of edifice; Vernon I. Anson, pastor.

St. Petersburg, Fla.—School Building.—City is considering the erection of two-story brick high-school building to cost \$15,000. Address The Mayor.

Sumter, S. C.—Business Blocks.—M. B. Randle, L. B. Du Rant and A. C. Du Rant have engaged Leitner & Wilkins, 409-410 Southern Building, Wilmington, N. C., to prepare plans for three business blocks.

Sumter, S. C.—Dwelling.—C. L. Johnson of Florence, S. C., has contract to erect residence for M. B. Randle; cost \$6000; Leitner & Wilkins, 409-410 Southern Building, Wilmington, N. C., architects.

Sumter, S. C.—Church.—Building Committee, Richard I. Manning, chairman, and Edwards & Walter, architects, Columbia, S. C., will receive bids until April 30 for erection of edifice for Church of the Holy Comforter. Drawings and specifications can be had at architects' office.

Tampa, Fla.—Building.—Mrs. M. L. Moses has let contract to H. W. Cooley & Co. for the erection of three-story building 36x50 feet of mill construction after plans by Miller & Kennard. Electric and gas fixtures and hand-power elevator will be installed; cost \$10,000.\*

Tampa, Fla.—Fire Stations.—Blackburn, Gannon & Co. have contract to erect two fire stations after plans by Miller & Kennard.

Tampa, Fla.—Clubhouse.—Centro Espanol de Tampa will build a casino and theater at a cost of \$150,000. Miller & Kennard will furnish plans and specifications and want to correspond with manufacturers and dealers for equipment and interior furnishings for theater and gymnasium.

Tampa, Fla.—Building.—Shaw & Jay have completed plans for building to be erected by A. J. Knight; ordinary pressed brick, 315x76 feet; electric lights; Morse freight elevator; cost \$60,000. Bids for construction will probably be opened May 20.

Tampa, Fla.—Warehouse.—J. H. Detweiler has contract to erect warehouse for Hardee, Spencer & Cohen after plans by Miller & Kennard; to be 75x140 feet; fireproof construction; electric fixtures; cost \$15,500.

Timpson, Texas.—Hotel.—Henderson-Sherar-Miller Construction Co. of Dallas, Texas, has contract to erect two-story brick hotel 96x94 feet at a cost of \$22,000.

Tonkawa, O. T.—School Building.—L. F. Lee has contract to erect \$60,000 building for the Oklahoma Preparatory School after plans by S. A. Layton & Co. of El Reno, O. T. Contract for the electrical work has been let to Arnold & Wetherbee.

Town Creek, Ala.—Bank Building.—S. A. Broadus, president of the Merchants' Bank, Florence, Ala., has let contract for the erection of bank building.

Towson, Md.—School Building.—Thomas L. Jones & Son, 410 West Saratoga street, Baltimore, Md., have contract to rebuild high-school building recently mentioned; ordinary brick construction; equipped with electric fixtures and cost \$28,000.

Union, N. C.—Church.—Thomas Sparrow, secretary building committee, R. F. D. No. 3, Gastonia, N. C., will receive bids until May 1 for the erection of brick edifice 30x50 feet for the Union Presbyterian Church. Plans and specifications may be seen at the store of Robinson Bros., Gastonia, N. C. All bids to be made for erection with and without material furnished. Usual rights reserved.

Washington, D. C.—Store Building.—A. Zichtl & Co., 1012 Pennsylvania avenue N. W., has commissioned Henry J. Blau-

velt, architect, 918 F street N. W., to prepare plans and specifications for the construction of store building at 1005 E street N. W.; three stories; brick with stone trimmings; steel beams; galvanized-iron cornice; electric wiring and fixtures; sanitary plumbing; steam-heating system.

Washington, D. C.—Store Building.—Dr. David H. Hazen, 407 6th street S. W., has awarded contract to W. E. Mooney, Lenman Building, 1425 New York avenue N. W., for general alterations to store building at 1318 E street N. W., to cost about \$5000.

Washington, D. C.—Dwellings.—James E. Arnold, 322 Monroe street, Anacostia, D. C., has awarded contract to A. L. Foose, 218 Adams street, Anacostia, D. C., for the construction of two two-story brick dwellings at 314 and 316 Nichols avenue to cost about \$6000.

Washington, D. C.—Dwellings.—Abner C. P. Shoemaker has awarded contract to John Simpson & Sons, Forest Glen, Md., for the construction of two two-story frame dwellings at 3941 and 3943 Brightwood avenue to cost about \$9000; N. T. Haller Company, architects, Corcoran Building, Pennsylvania avenue and 15th street.

Washington, D. C.—Bank.—The Union Savings Bank, Bond Building, 14th street and New York avenue N. W., has awarded contract to Arthur Cowsill, Colorado Building, 14th and G streets N. W., for general alterations to bank building at 708 14th street N. W.; B. Frank Meyers, architect, Bond Building.

Washington, D. C.—Store Buildings.—Rudolph Behrend, 410 5th street N. W., has awarded contract to John Houtz, 638 G street N. W., for the construction of two store buildings at 915 and 917 9th street N. W.; one story, 48.7x70 feet; brick; tin roof; electric wiring and fixtures; Julius Germauer, architect, 456 Louisiana avenue N. W.

Washington, D. C.—Dwellings.—Bernard Leonard, 530 4½ street S. W., has awarded contract to James J. Deery, 1512 5th street N. W., for the construction of eight two-story brick dwellings at 215-229 K street S. W. to cost about \$20,000; Thomas F. Holden, architect, 218 8th street S. W.

Washington, D. C.—Dwellings.—The Eckington Improvement Co., 1410 G street N. W., has awarded contract to G. H. Lloyd for the construction of two dwellings at 317-321 Adams street N. E.; two stories, 40x60 feet; brick with stone trimmings; tin roofs; hot-water-heating system; cost about \$7000.

Washington, D. C.—Apartment-house.—H. C. Coburn, 929 B street N. W., has awarded contract to Arthur Cowsill, Colorado Building, 14th and G streets N. W., for the construction of two-story brick apartment-house at 2437 N street N. W. to cost about \$6000; T. M. Medford, architect, 1618 Marion street N. W.

Washington, D. C.—Warehouse.—Frederick Mueller has awarded contract to John W. Swainson, 804 E street N. W., for the construction of two-story addition, 30x57.11 feet, to warehouse at 1520 Pennsylvania avenue S. E.

Washington, D. C.—Dwelling.—Norman R. Jenner, 1731 12th street N. W., has awarded contract to C. H. & G. A. Bray, 511 13th street N. E., for the construction of dwelling at 1110 Rhode Island avenue N. W.; three stories and basement, 19x19 feet; brick with stone trimmings; tin roof; electric wiring and fixtures; sanitary plumbing; hot-water-heating system; cost about \$7000; Robert E. Cook, architect, 1510 Kingman Place N. W.

Washington, D. C.—Dwelling.—James A. Budd, 86 Northern Market, will erect two-story brick dwelling, 28.8x32 feet, at 1835½ 6th street N. W. to cost about \$6000.

Washington, D. C.—Stables.—R. J. Sellman, proprietor Columbia Stables, 1743 Johnson avenue N. W., has awarded contract to Arthur Cowsill, Colorado Building, for the construction of three-story addition to his stable.

Washington, D. C.—Office Building.—C. F. Norment, 631 Pennsylvania avenue N. W., and J. T. Hendrick, 715 14th street N. W., who purchased lot on 15th street near H street N. W., are considering the erection of 10-story office building on the site, which is 50x145.6 feet.

Washington, D. C.—Store Buildings.—Stilson Hutchins, 10th and D streets N. W., has awarded contract to Benjamin Blithyn, 1803 Oregon avenue N. W., for the construction of two-story store building, 58x50 feet, on 10th street near F street N. W.

Washington, D. C.—Convenience Station.—Henry B. F. Macfarland, Henry L. West and John Biddle, District commissioners, have completed plans for the construction of convenience station at 13th street and Pennsylvania avenue N. W. to cost about \$25,000. Bids will soon be advertised for.

Washington, D. C.—Apartment-house.—Wil-

liam S. Minnix, 1416 F street N. W., will erect apartment-house on 16th street between Newton and Monroe streets; three stories, 88x98 feet; brick with stone trimmings; slag roof; galvanized-iron cornice; electric wiring and fixtures; sanitary plumbing; heating system; Wm. J. Palmer, architect, Warder Building, 523 9th street N. W.

Washington, D. C.—Dwelling.—Adolphus Gude, 1214 F street N. W., has commissioned C. E. Webb, architect, Warder Building, 523 9th street N. W., to prepare plans and specifications for dwelling to be erected at Anacostia, D. C.; 2½ stories, 29x47.6 feet; frame construction; shingle roof; electric wiring and fixtures; sanitary plumbing; hot-water-heating system.

Washington, D. C.—Apartment-house.—Eldridge Jordan, 1314 G street N. W., has awarded contract to George Loeffler, 803 Florida avenue N. W., for the construction of apartment-house; two stories; brick with stone trimmings; tin roof; galvanized-iron cornice; electric wiring and fixtures; sanitary plumbing; hot-water-heating system; Hunter & Bell, architects, 1010 F street N. W.

Washington, D. C.—Store and Office Building.—Jordan & Bloomer, 1314 G street N. W., have commissioned Hunter & Bell, architects, 1010 F street N. W., to prepare plans and specifications for store and office building to be erected on G street between 13th and 14th streets N. W.; three stories, 27.8x82.10 feet; brick with stone trimmings; tin roof; electric wiring and fixtures; sanitary plumbing; steam-heating system.

Washington, D. C.—Stores and Apartments. Revised plans will be made by Albert M. Schneider, architect, 329 Bond Building, New York avenue and 14th street, for three stores and apartments for Lawrence Watson to be erected on H street between 13th and 14th streets N. W.

Washington, D. C.—Dwelling.—Harrington Mills, The Grafton, Connecticut avenue and De Sales street N. W., will erect dwelling on Connecticut avenue near R street N. W.; three stories and basement, 25x78 feet; brick with stone trimmings; tin roof; electric wiring and fixtures; sanitary plumbing; combination heating system. Bids on construction have been submitted; Wood, Donn & Deming, architects, 808 17th street N. W.

Washington, D. C.—Dwelling.—Referring to dwelling to be erected at Chevy Chase by Mrs. Charles L. Johnston, the following contractors are estimating on construction: Burgess & Parsons, 627 F street N. W.; W. S. Spencer, 330 F street N. W.; Wm. E. Garrett, Kenilworth, D. C.; Mr. Warthen, Kensington, Md., and John Simpson & Sons, Forest Glen, Md.; two stories; frame construction; electric wiring and fixtures; sanitary plumbing; heating system. Bids to be in April 23; Wood, Donn & Deming, architects, 808 17th street N. W.

Washington, D. C.—Car Barn.—Richardson & Burgess, Colorado Building, 14th and G streets N. W., are the lowest bidders for the construction of car barn at 14th and Decatur streets for the Capitol Traction Co., 36th and M streets N. W.; two stories, 250x560 feet; brick with stone trimmings; fireproof construction; slag roof; electric wiring and fixtures; sanitary plumbing; Wood, Donn & Deming, architects, 808 17th street N. W.

Waycross, Ga.—College Building.—Darling Construction Co. has contract to erect building at Cherokee Heights for Baptist College, previously reported; ordinary construction, 70x100 feet; steam heat; electric lights; cost \$22,000; H. J. Klutho, Jacksonville, Fla., architect.

West Liberty, Ky.—Courthouse.—The Fiscal Court of Morgan county is considering the erection of \$20,000 courthouse.

Wharton, Texas.—Church.—Baptist congregation is considering the erection of a \$7000 edifice. H. J. Bolton is chairman of building committee.

Wheeling, W. Va.—Office Building.—German Fire Insurance Co. has secured permit for the erection of proposed two-story brick and stone office building to cost \$30,000.

Wheeling, W. Va.—Flat Building.—Dr. Sumner Stone has secured permit for the erection of two two-story frame flats buildings on the island at a cost of \$12,639.

Wheeling, W. Va.—Dwelling.—W. H. Nickison has secured permit for the erection of a two-story brick and stone residence to cost \$12,000.

Wheeling, W. Va.—Dwelling.—W. W. Wood Company has contract to erect three-story brick-veneered residence 21x60 feet of ordinary construction to be erected by Dr. J. A. Monroe; hot-air furnace; artificial gas and electric lights; cost \$6500. Giesey & Faris, Wheeling, W. Va., prepared the plans.

Wilmington, N. C.—Stables.—Joe Schad has contract to erect stables for Frank T. Mills after plans by Leitner & Wilkins; to be 45x



140 feet and cost \$500. Hand-power elevator will be installed.

Wilmington, N. C.—Building.—Cooper & Davis have completed plans for \$15,000 See-house to be erected by the diocese of East Carolina for Bishop Strange.

Yazoo City, Miss.—City Hall.—R. H. Hunt, Chattanooga, Tenn., is preparing plans for city hall, for which \$25,000 is available.

Yokum, Texas.—Business Building.—S. White has contract to erect one-story brick building for N. A. Arnold; cost \$4000.

## RAILROAD CONSTRUCTION.

### Railways.

Amherst, Va.—The Virginia Air Line Railway Co. has been incorporated to build the proposed railway from Bremo to Lindsay, Va., about 30 miles, making connections between two divisions of the Chesapeake & Ohio Railway. The officers and incorporators are T. O. Troy, president, Amherst, Va.; J. M. Robertson, secretary, Charlottesville, Va.

Arnauville, La.—Reported that contracts will soon be let by C. G. Vaughn, constructing engineer, New Orleans, La., for the extension of Morgan's Louisiana & Texas Railroad from Arnauville to Port Barry, La., 12½ miles.

Asheville, N. C.—Reported that the Southern Railway Co. will make extensive improvements to the yards at Asheville. W. H. Wells is engineer of construction at Washington, D. C.

Atoka, I. T.—S. B. Fisher, chief engineer of the Missouri, Kansas & Texas Railway, has, it is reported, made an inspection from Atoka to the Red River preparatory to building a revised line and also to construct a second track. His address is at St. Louis, Mo. Contractors are reported to have inspected the line with him.

Baltimore, Md.—The charter of the Baltimore & Ocean City Railroad Co., which proposes to build a line from Baltimore to Ocean City, Md., has been amended and approved. Among those interested are William A. Mellen, Henry C. Turnbull, Jr., Olin Bryan, George F. Taylor, William S. Gordy, Jr., Samuel E. Wilson, Sidney R. Orem, B. Frank Wagamon, Charles L. Moore and John A. Henkus. The original incorporators are E. L. Tunis, Buxton M. Ridgely, Walter R. Townsend, Edward L. Ward and Henry W. Williams, all of Baltimore. Monorail cars are to be used. E. L. Tunis, Windsor Hills, Baltimore, can give information. The company at first proposes to build from Fenwick Island to Ocean City, Md., about 11 miles. The officers are Gen. Joseph B. Seth of Easton, Md., president; Henry W. Williams and E. L. Tunis of Baltimore, vice-presidents, and J. A. Henkus, secretary.

Baltimore, Md.—Official.—The Western Maryland Railroad Co. has not prepared definite plans concerning the extent of tracking to be developed immediately on the newly-purchased property at Fulton Station, but it is probable that tracks will be gradually built to meet the demands of business. The operating department will doubtless do the work. J. W. Galbreath is principal assistant engineer.

Baltimore, Md.—The Baltimore & Ohio Railroad Co. has decided to issue \$27,750,000 more of common stock, the proceeds of which will be devoted to improvements on various parts of the system. D. D. Carothers is chief engineer.

Baltimore, Md.—The Fidelity Construction Co. of Detroit has, it is reported, sublet the contract for excavation on the Washington, Baltimore & Annapolis Electric Railway to the Universal Construction Co. of Allentown, Pa. M. A. Munn is chief engineer of the line, Maryland Trust Building, Baltimore, Md.

Bostwick, Ga.—Mr. John Bostwick, president of the Bostwick Manufacturing Co., writes the Manufacturers' Record confirming the report that a charter has been granted to John Bostwick, R. B. Jones and others under the name of the Bostwick Railroad Co. to build a line from Bostwick to Apalachee, Ga., six miles, connecting there with the Central of Georgia Railway. W. B. Thomas of Atlanta, Ga., will begin the survey and location on April 21.

Brownwood, Texas.—Construction is expected to begin in May or June on the Gulf, Brownwood & Cisco Railroad from Brownwood via May and Rising Star to Cisco, Texas, about 55 miles. Surveys have been completed by F. H. Peters, chief engineer, Fort Worth, Texas.

Campton, Ky.—Survey has begun for the proposed railroad between Campton and Pine Ridge, Ky., in which plans J. C. M. Day of Lexington, Ky., is interested.

Christiansburg, Va.—Reported that an elec-

tric railway is proposed from Christiansburg to Cambrin, and that Colonel Marr of Blacksburg, Va., is making the survey.

Clover Lick, W. Va.—The Greenbrier & Western Railway of Clover Lick has been chartered with \$50,000 capital. The incorporators are James J. De Ran, John T. De Ran, John T. Smith, Thomas B. Heaton and Marion B. Gladden, all of Clover Lick, W. Va. This is a lumber road, and five miles are to be built immediately. D. H. Rittenhouse is engineer. Williams & Duncan will also be on the work.

Cynthiana, Ky.—The Cynthiana & Claysville Railway Co. has been incorporated to build a line from Cynthiana to Claysville, Ky., 12 miles. The incorporators are Wade H. Lall, George Hawk, A. Goldberg, B. T. Riggs, H. P. Van Deren, J. T. McCauley and J. T. Simon.

Cynthiana, Ky.—G. T. Horine is reported to have completed survey for the proposed electric railway from Lexington via Centerville and Broadwell to Cynthiana, 26½ miles. Eastern capital is said to be interested.

Dallas, Texas.—The Union Construction Co., with headquarters at Dallas, will, it is reported, be incorporated to build railroads, capitalists of St. Louis, Mo., and Davenport, Iowa, being interested. J. Mercer Carter of Dallas is also said to be concerned, and it is stated that the company will build the proposed Interurban railway.

Dallas, Texas.—A survey is being made for a belt line to be built by the Terminal Railway & Union Depot Co., of which W. C. Connor is president.

Dardanelle, Ark.—The H. S. Godman Construction Co. of Dardanelle has, it is reported, been given the contract to build the Dardanelle, Ola & Southern Railroad from Dardanelle to Ola, 22 miles. John McCarthy is chief engineer and C. C. Godman is president.

Davis, I. T.—Mr. Guy V. McClure, chief engineer and general manager of the Missouri Construction Co., writes the Manufacturers' Record that contracts are all let and engineers in the field for the proposed Davis & Turner Falls Railroad, six miles long.

Dorchester, Va.—The Manufacturers' Record is informed that the Colonial Coal & Coke Co. is extending its railroad for about seven miles north of its present plant for the purpose of making several additional openings in its coal property.

Elizabeth City, N. C.—T. G. Skinner of Hertford is reported to be working on a plan to build a railroad through the Dismal Swamp.

Enid, O. T.—The Denver, Enid & Gulf Railroad has, it is reported, completed its line to Kiowa, Kan., and will soon put it in operation.

Fairford, Ala.—President John T. Cochran of the Tombigbee Valley Railroad writes the Manufacturers' Record that grading is under way on the extension of about 15 miles, which is being pushed as rapidly as possible. A route has not yet been decided beyond this extension.

Farmville, Va.—Capt. H. B. Nicholas of Arvon, Va., has, it is reported, completed survey between Rosney and Farmville and from Farmville to a connection with the Tidewater Railway, 18 and 16 miles, respectively, for a proposed cross-country railroad.

Fort Smith, Ark.—Mr. J. F. Holden, general manager of the Midland Valley Railroad, is reported as saying that the company will not at present build either to Hot Springs or to Wichita, but that it will devote its efforts toward improving the 300 miles of line now being operated.

Fort Smith, Ark.—The Arkansas Anthracite & Western Railroad Co. has been incorporated to build a line 65 miles long from Fort Smith to Prairie View, the Arkansas Anthracite Coal Co. being a large stockholder. The directors are H. L. Remmel, F. W. Tucker, Charles McKee, J. F. Loughborough, George Helm and R. B. Chitwood.

Fort Smith, Ark.—Reported that Ira L. Reeves and C. N. Haskell, both of Muskogee, I. T., are negotiating with S. A. Williams and Wharton Carnall for the charter of the Sebastian Electrical Co. for the purpose of building an interurban railway into Fort Smith.

Fort Smith, Ark.—Reported that the Memphis & Western Land & Construction Co. has purchased the charter of the proposed Fort Smith, Indian Territory & Texas Railroad projected by J. T. Nelson, James Read and others of Fort Smith, to build a line to Denison, Texas. It is said that the line will be built from Fort Smith as far as Wilburton, I. T. The officers of the Western Land & Construction Co. are V. A. Cordis, president; W. H. Hutter, vice-president; R. N.

Buck, treasurer, and E. B. Miller, secretary. Address Mr. Miller at the Commercial Club.

Franklin, Ga.—The Franklin Southeastern Railroad Co. has applied for a charter to build a line about 21 miles long from Franklin to either Hogansville or Lagrange, Ga. The incorporators are James S. Wright, A. J. Crovatt, Albert Fendig, Boling Whitfield, William Nussbaum, Benito Padrosa, N. W. Walker, J. Y. Brame of Brunswick, Ga.; Edwin Brobston of Jacksonville, Fla., and C. W. Deming of Lagrange.

Frederick, Md.—Reported that work will soon begin on the extension of the Frederick & Middletown Electric Railway from Frederick to Unionville, 15 miles. J. Roger McSherry of Frederick and others are interested.

Galveston, Tenn.—J. B. Gentry is reported to be working on a plan for an electric railway from Galveston to connect with the Southern Railway at either Double Springs, Baxter or Cookeville, Tenn.

Galveston, Texas.—The Galveston, Beaumont & Northeastern Railway is reported to have graded 17 miles from Vidor to Welsa. A. W. Miller is president and R. W. Luttrell is chief engineer at Galveston, Texas.

Gate City, Va.—The Virginia & Southwestern Railway Co. is reported to be condemning rights of way between Moccasin Gap, two miles east of Gate City, toward Rogersville, Tenn., 34 miles. E. S. Fraser is chief engineer at Bristol, Tenn.

Greensboro, N. C.—The Greensboro & High Point Interurban Railway, which proposes to build an electric line connecting Greensboro and High Point, Thomasville, Kernersville and Winston-Salem, with possibly lines to Gilsonville and Burlington, has been granted a charter; capital \$300,000. The stockholders are W. B. Pender, E. W. Talcott, Henry W. Talcott and J. W. Perry, all of Norfolk; James H. Dawes and H. B. Hodge of Philadelphia, and E. J. Justice of Greensboro.

Greenville, S. C.—Hugh H. Prince has, it is reported, completed financial arrangements to build the proposed Greenville & Knoxville Railway from Greenville to Marietta and other points, 26 miles. It will follow the route of the Knoxville, Carolina & Western Railway, which was abandoned some years ago. Contractor is on the ground ready to begin work at Marietta.

Groveton, Texas.—Survey has begun on the proposed North & South Texas Railway under the direction of Col. F. F. N. Davis, vice-president and general manager of the Trinity County Lumber Co. W. T. Joyce of Chicago is president of the latter company and is financing the line, which is to run from Lufkin via Groveton to Houston, Texas, about 125 miles.

Harrisonburg, Va.—The North River Railway of Harrisonburg has been chartered with a capital of \$1000 to \$5000. The officers are R. M. Gillespie, president, New York; C. R. Williamson, secretary and treasurer, Harrisonburg, Va.

Helena, Ark.—A survey is now being made from Helena to Brinkley, Ark., for the proposed Eastern Arkansas Railroad.

Henderson, Ky.—The proposed line of the Evansville & Henderson Traction Co. is 12 miles long from Evansville, Ind., via Howell, Ind., to Henderson, Ky. The incorporators and stockholders are H. W. Richardson, J. E. Bohannon, A. L. Rich, C. C. Tennis, C. H. Battin, E. G. Reisman and J. W. Pritchard.

Inks, Miss.—Dr. F. T. Carmack informs the Manufacturers' Record that the North Mississippi Traction Co.'s incorporators are as follows: J. W. Buchanan, A. H. Longino, A. J. Hackett, Newnan Cayce, T. B. Franklin, T. L. Wainwright, J. W. Jourdan, P. E. Williams, John L. Buskley, B. W. Stratton, M. T. Bynum, J. J. Conan, Edward W. Yerger, F. T. Carmack, R. C. Lee and others.

Jackson, Miss.—Fred W. Herrick of Lac du Flambeau, Wis., is reported to have purchased the Foley & Larsen timber lands in Pearl River valley between Jackson and Carthage, Miss., and this deal, it is said, insures the building of the Pearl River Valley Railroad, lately incorporated by Mr. Herrick and others.

Jacksonville, Fla.—The St. Johns River Terminal Co., operated by the Southern Railway and the Georgia Southern & Florida Railway, will, it is reported, spend \$150,000 for improving its Springfield freight yards. W. L. Pierce is superintendent.

Jefferson City, Mo.—Mr. C. W. Thomas, one of those interested in the line, writes the Manufacturers' Record confirming the report that Messrs. Humphrey & Colby of St. Louis will make the survey for the proposed railroad from Jefferson City to Sedalia, Mo., about 80 miles.

Jonesboro, Ark.—Ed L. Westbrook is reported as saying that he has financed the

proposed line of railroad from Jonesboro to Newport, Ark., and that it will be built.

Lake Charles, La.—The Long-Bell Lumber Co. proposes to extend the narrow-gauge tramroad lately purchased by building from 15 to 20 miles of line, bringing the road into Lake Charles and also extending it to Bon Ami and De Ridder, La. It will be converted to standard gauge. S. T. Woodring is manager for the company at Lake Charles.

Lexington, Ky.—The Improvement plans of the Lexington & Interurban Railways Co. include the building of the following lines: Versailles to Frankfort, Lexington to Winchester, Winchester to Mt. Sterling, Lexington to Richmond, Lexington to Nicholasville, and Nicholasville to Harrodsburg and Danville, Ky. Joseph M. Skala of Lexington is vice-president.

Lexington, Ky.—Reported that the Lexington & Eastern Railway has completed plans to extend its line from Jackson, Ky., to Hazard, Ky., about 21 miles. J. R. Barr is general manager and chief engineer at Lexington.

Little Rock, Ark.—The St. Louis, Iron Mountain & Southern Railroad Co. (Missouri Pacific system) has, it is reported, begun condemnation proceedings preparatory to building the proposed new union station. E. F. Mitchell is engineer of construction at St. Louis, Mo.

Longview, Texas.—The Texas & Gulf Railroad, from Longview to a point near San Augustine, 60 miles, has, it is reported, been transferred to the Gulf, Colorado & Santa Fe Railway; also that an extension of 17 miles will be built from Timpson to Center, Texas, and another line to Pittsburg, Texas, and Paris, Texas. C. F. W. Felt is chief engineer of the Santa Fe at Galveston, Texas.

Lutherville, Md.—Mr. James S. Nussear, secretary and treasurer of the Towson & Cockeysville Electric Railroad Co., writes the Manufacturers' Record that a preliminary survey has been made for the line, which will be about seven miles long, from Towson via Lutherville, Timonium, Texas and Cockeysville to Marble Hill. The directors are J. Alexis Shriver of Belair, Md., president; W. H. Wight of Cockeysville, Md., vice-president; James S. Nussear of Lutherville, Md., secretary and treasurer; T. Edward Hambleton and E. W. Herman of Lutherville, D. G. McIntosh, Jr., and Charles E. Rieman of Towson, Md.

Madisonville, Ky.—The Madisonville, Hartford & Eastern Railroad Co. is reported to have secured rights of way from Madisonville to Mitchell, and bids for construction have been requested until May 1. The road will be about 60 miles long.

Merrimac Mines, Va.—The Anthracite Coal & Railway Co. proposes to build one mile of line, and will receive bids for grading until April 25. John R. Wilson is general manager.

Millville, W. Va.—The Baltimore & Ohio Railroad has, it is reported, made surveys for a spur from Millville to lands of the Shenandoah Ore & Iron Co. D. D. Carothers is chief engineer at Baltimore, Md.

Minden, La.—The Minden East & West Railroad is under construction to Shreveport, La., about five miles having been completed from Minden to Melrose, La. F. H. Drake is president.

Morehead, Ky.—The Morehead & North Fork Railroad Co. has let the contract to build a tunnel 1300 feet long and also about two and one-half miles of approaches to the Rhinehart & Dennis Company, Colorado Building, Washington, D. C. G. W. Hess is engineer at Morehead, Ky., and William M. McCormick is president at 218 Girard Building, Philadelphia, Pa.

Nashville, Tenn.—Mr. Hunter McDonald, chief engineer of the Nashville, Chattanooga & St. Louis Railway, informs the Manufacturers' Record that the belt line in West Nashville extends from the West Nashville branch to the Nashville division of the company, three miles. Contractors began grading on April 9, and it is hoped to have the line ready for operation by June 1. Reported that John Broderick & Son are doing the work.

New Iberia, La.—Mr. C. C. Henshaw writes to the Manufacturers' Record from New Iberia saying that the Central Railroad Co. of Louisiana has been chartered. The directors are C. C. Henshaw, Walter J. Burke, Geo. J. Sabatier, M. D., Henry L. Smith and Granville C. Laughlin, all of New Iberia, La. Mr. Henshaw is president; Mr. Burke, vice-president; John Broussard, treasurer, and H. J. Mead, secretary.

Newkirk, O. T.—Thomas Smith of Newkirk is reported to be securing franchises in Newkirk, Perry, Tonkawa and other towns for the proposed electric railway from Guthrie to Newkirk, O. T.

New Orleans, La.—T. J. Freeman, general solicitor of the Texas Pacific Railway, is reported as saying that the company is negotiating with the Belt Railroad Commission for a location on Canal street to build a passenger terminal. B. S. Wathen is chief engineer at Dallas, Texas.

New Orleans, La.—Dameron & White of New Orleans, contractors, have, it is reported, completed most of the grading for the Louisiana Railway & Navigation Co. from Waldeck to New Orleans, 43 miles. Most of the track material has been received. The company is also building from Pineville to Tioga Junction, nine miles, the contract being let to A. J. Hays of Alexandria, La. D. C. Fenstermaker is chief engineer at Baton Rouge, La.

Newport, Tenn.—P. T. Bauman, general superintendent of the Tennessee & North Carolina Railroad, is reported as saying that an extension will be built from Waterville, N. C., to Canton, N. C., on the Southern Railway, 23 miles.

Norfolk, Va.—Official: The Willoughby Bay Traction Co. proposes to build a line from Ocean View to the Jamestown Exposition grounds at Pine Beach. H. L. Smith is president at Norfolk.

Norfolk, Va.—Mr. J. E. West, president of the company, writes the Manufacturers' Record that the Pine Beach Miniature Corporation proposes to build a line from the steamboat pier at Pine Beach to the grounds of the Jamestown Exposition. Including loops, the road will be about two miles long, and the railroad company will do the work. The other officers are: J. J. Thomas, secretary, Newport News, Va.; George W. Hatch, treasurer, Norfolk, Va.; L. P. Stearns and B. J. Meggison, directors, Newport News, Va.

Oklahoma City, O. T.—An official of the Missouri, Kansas & Texas Railway writes the Manufacturers' Record denying the press report that W. C. Burke or anyone else is surveying or contemplating the building of any line in which the Missouri, Kansas & Texas Railway is interested.

Pyrilton, Ala.—Reported that A. C. Simmons and J. H. Henning have taken sub-contracts 12 miles east of Pylriton, on the Atlantic & Birmingham Railway, under Wright, Williams & Wadley.

Polk Bayou, Ark.—An official of the Missouri Pacific Railway writes the Manufacturers' Record concerning the press report that the company proposes to build from Polk Bayou to connect with the White River branch. He says that he has not been advised of a charter for such a line.

Ronoke, Va.—The Norfolk & Western Railway is reported to be constructing as follows: On the larger & Southern Railway from Iaeger, W. Va., to Perryville and coal mines, 27.7 miles built, and is soon expected to complete the track for nearly 30 miles; the Pocahontas & Western Railroad, 3.7 miles long from Pocahontas, Va., westward, is being built; on the Speedwell extension from Cripple Creek to Speedwell, Va., five and one-half miles, there have been laid two and one-half miles of track; surveys are being made to extend the Big Stony Railway to iron-ore beds in Potts Creek valley, West Virginia, about 30 miles.

Rockland, Texas.—Survey is being made from Aldridge to Burkville, Texas, 30 miles, for the further extension of the Burrs Ferry, Brownell & Chester Railway, four miles of which are built from Rockland to Quarry and four miles being under construction from Quarry to Aldridge. P. G. Omohundro is chief engineer at Beaumont, Texas.

Rockwell, Fla.—The Dunnellon Phosphate Co. is receiving bids until April 20 for the clearing and grading of three miles of railroad. E. E. Davis is engineer at Dunnellon, Fla.

San Antonio, Texas.—David M. Duller of Houston, Texas, is reported to be preparing plans for engineering on the proposed Texas Railway from Port O'Connor, on Matagorda bay, to New Braunfels, San Antonio, Yoakum, Victoria and other points, a total distance of about 250 miles. The incorporators are J. P. Barclay, M. Goggan and others of San Antonio.

San Antonio, Texas.—The route of the Texas Railway will, it is stated, consist of a main line from Port O'Connor near Pass Cavallo, on the Gulf of Mexico, via Victoria, Yoakum and Gonzales to San Antonio. Branches will be built from Yoakum to La-grange and from Seguin to New Braunfels; total line 260 miles. F. W. Weeks is chairman of the board at San Antonio, Texas.

Sherman, Texas.—The General Construction Co. of Atlanta, Ga., N. B. Pratt, president, has the contract to build the proposed Gainesville, Whitesboro & Sherman Railway, to be 35 miles long. John King, general manager, and others are interested in the railway company.

Shreveport, La.—President A. K. Clingman of the Shreveport & Northeastern Railroad is quoted as saying that 10 miles have been graded out of Homer, La., for the proposed line from Shreveport to Memphis, Tenn., 290 miles. T. J. Hardeman is chief engineer at Homer.

St. Joseph, Mo.—John C. Sheehan of New York and Joseph Mayer are reported to have completed plans to operate an interurban railway from St. Joseph to Conception, 50 miles. C. R. Berry of St. Joseph may be able to give information.

Stockdale, Texas.—The Southern Pacific is reported to have completed 23 miles of line on the 47-mile extension from Stockdale to Cuero, and it will be put in service immediately as part of the Galveston, Harrisburg & San Antonio Railway.

Tampa, Fla.—Construction is reported begun on the Tampa Northern Railroad at Tampa by T. L. Morguis of Bartow, Fla., contractor.

Thomasville, Ga.—A charter has been granted as applied for to the Thomasville & Gulf Railroad Co., which proposes to build a line from Thomasville to St. Joseph's Bay, Fla., about 120 miles. The incorporators are Jas. F. Evans, W. C. Snodgrass and others.

Valdosta, Ga.—The charter applied for has been granted to the Valdosta & Nashville Railroad Co., which proposes to build a line from Valdosta to Nashville, Ga., about 30 miles. The incorporators are R. D. Stevens and others.

Vaughan, N. C.—The Greenleaf Johnson Lumber Co. is receiving bids for building three miles of railroad in Warren county, North Carolina; office at Vaughan.

Wichita Falls, Texas.—R. W. Shepard, president of the proposed Wichita Falls, Sulphur & Eastern Railway, is reported to be working on plans at Comanche, I. T.; Temple, O. T., and also at Wichita Falls preparatory to building the line from Wichita Falls to either Coalgate or Lehigh. I. T. President R. E. Huff of the Board of Trade at Wichita Falls, Texas, may be able to give information about the line.

#### Street Railways.

Bluefield, W. Va.—The Bluestone Traction Co. has been granted a franchise for its proposed lines.

Fort Worth, Texas.—The ordinance granting the Northern Texas Traction Co. permission to extend its line into the Third ward was approved at an election. H. T. Edgar is manager at Fort Worth.

Hattiesburg, Miss.—The Hattiesburg & Mammoth Springs Railroad Co. has been granted rights of way in Hattiesburg for its proposed line from Hattiesburg to Mammoth Springs, six miles. The incorporators are James R. S. Pitts, J. P. Wethebee, E. F. Ballard, L. S. Pitts, A. S. Pitts and S. O. Pitts.

Louisville, Ky.—The Louisville & Interurban Railway has secured rights of way for a six-mile extension of the Salt River branch.

Shawnee, I. T.—The street railway and other property of the Shawnee Traction Co. has been bought in by Willis E. Fertig of Titusville, Pa., the principal bondholder of the company. Improvements are expected.

### MACHINERY, PROPOSALS AND SUPPLIES WANTED.

**Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The Manufacturers' Record has received during the week the following particulars as to machinery that is wanted.**

**Architects.**—Architects are invited to submit competitive plans for \$10,000 addition to Knox county courthouse; partly fireproof. Address F. D. Sampson, Barbourville, Ky.

**Architects.**—Thos. W. Ferguson, Hattiesburg, Miss., wants sketch for six-story office building; to have two stores on first floor and offices on remaining floors.

**Awning Outfit.**—R. A. Zoeller, Tarboro, N. C., wants catalogues of steel frames with sheet-iron covering and store-front awnings.

**Bakery Equipment.**—Williamson Baking Co., Williamson, W. Va., wants bakery machinery and dough brake.

**Ballast Material.**—See "Crushed Stone."

**Bandage-cutting and Rolling Machine.**—J. D. McGonigle & Co., manufacturers of surgical instruments, 1125 East Baltimore street, Baltimore, Md., wants a machine to cut and roll cotton bandages.

**Bending Roll.**—Hardy Greenwood, P. O. Box 813, San Antonio, Texas, wants a 10 to 12-foot bending roll suitable for bending sheets one-quarter inch and lighter.

**Boiler.**—See "Engine and Boiler."

**Boiler.**—P. O. Box 402, Wilmington, N. C., wants one 60-horse-power locomotive boiler. (See "Engines and Boiler.")

**Boiler.**—W. B. Henry, North Wilkesboro, N. C., wants a 40 to 60-horse-power boiler. (See "Engine and Boiler.")

**Boilers.**—See "Water-works."

**Bottles, etc.**—Burnett Mineral Water Co., Manassas, Va., will want bottles, carboys, etc.

**Brick Machinery.**—Bailey-Lebby Company, 213 Meeting street, Charleston, S. C., wants a second-hand brick machine, capacity 6000 to 8000 daily.

**Bridge Construction.**—Police Jury of Rapides parish, Alexandria, La., will receive bids until May 22 for constructing a steel highway bridge over the Bayou Roef near Cheneyville, La. Certified check for \$250, payable to B. Well, president of police jury, must accompany each bid. Plans and specifications may be obtained of Ira W. Sylvester, C. E., Alexandria, La. Usual rights reserved.

**Building Materials.**—W. W. Alfred, architect, Box 261, Pensacola, Fla., wants samples and prices on building materials of all kinds.

**Building Materials.**—H. A. Burnett, Dallas, Texas, wants to correspond with manufacturers of building supplies and materials relative to securing agencies.

**Building Materials.**—H. W. Cooley Company, Tampa, Fla., wants steel beams, plate glass, steel ceilings, skylights, etc.

**Building Materials.**—Alken Artesian Ice & Lighting Co., B. F. Holley, president, Alken, S. C., wants building materials.

**Building Materials.**—Ventre & Pulford, Opelousas, La., want prices on hardwood interior trimming, such as oak wainscoting, window casings, entrance door, etc., for bank building.

**Canal Construction.**—Rio Grande Coast Co., S. A. Robertson, manager, will let contract for 1,000,000 cubic yards canal work on Rio Grande river; no rain, mud or stumps. Profiles can be seen at company's camp, Bobbin, Texas.

**Castings.**—John J. Seiberz, Louisville, Ky., wants to correspond with manufacturers of malleable castings.

**Cement-block Machinery.**—P. J. Mims, Leesville, S. C., wants prices on cement-block machinery.

**Concrete-block Machinery.**—S. Warren, Apalachicola, Fla., wants a concrete-block machine.

**Concrete-block Machinery.**—R. A. Zoeller, Tarboro, N. C., wants catalogues and full information regarding machinery and equipment for making cement blocks and fence posts.

**Concrete Mixer.**—S. Warren, Apalachicola, Fla., wants a small concrete mixer.

**Crushed Stone.**—General Building Supply Co., Savannah, Ga., wants two or three cargoes of ballast rock; must be igneous, hard stone; bluestone preferred, all one man's size or smaller.

**Crusher.**—S. Warren, Apalachicola, Fla., wants a shell crusher for oyster shells.

**Crushers, etc.**—W. W. Fulghum, secretary Clyta Oro Mining Co., 1012-14 First National Bank Building, Birmingham, Ala., wants prices on crushers, rolls, etc.

**Dredging.**—Bids will be received until April 24 at the office of William D. Crum, custodian United States Custom-house, Charleston, S. C., for dredging south slip at the United States Custom-house dock as provided for in the specifications and shown by the drawings, copies of which may be had on application.

**Dredging.**—Contract will be let May 1 at public outcry at east door of courthouse in Butler, Mo., by A. H. Bell, engineer, to lowest bidder for 4,000,000 cubic yards of excavation in drainage district No. 1, Bates county, Missouri. Specifications on file in office of J. F. Herrell, county clerk, Butler, Mo., from which office all information can be obtained.

**Electrical Equipment.**—Charlotte Pipe & Foundry Co., Charlotte, N. C., wants A. C. electric motors, one each 35, 25 and 15 horse-power.

**Electrical Equipment.**—Texas Glass Co., Henry Forbes, Sr., president, 702 East Cincinnati avenue, West End, San Antonio, Texas, will want electrical equipment.

**Electrical Equipment.**—Arlington Light & Power Co., Arlington, Ga., wants catalogues of second-hand electrical machinery.

**Electrical Equipment.**—J. M. Boutwell, Alabama City, Ala., wants prices on 5½, 7½ and 10-horse-power electric motors to be operated by a direct current of 500 volts.

**Electrical Equipment.**—Williamson Baking Co., Williamson, W. Va., wants dynamo.

**Electrical Equipment.**—Cairo, Ga., R. L. Van Landingham, mayor, wants prices on wire, transformers, meters and other material necessary for extending lighting system.

**Electric-light Plant.**—F. Moomau, Middlesboro, Ky., wants electric plant for lighting four-story hotel.

**Electric-light Plant.**—Betterton Improvement Association, Howard Owens, secretary, Betterton, Md., will receive proposals for the installation of electric-light plant; proposition to include party ownership.

**Electric-light Plant.**—See "Water-works, etc."

**Electric-light Plant.**—Clity Marshall, Leitchfield, Ky., will let franchise to the highest bidder April 28 at public outcry at the courthouse door for the construction and operation of electric-light plant; W. W. Mauzey, city clerk.

**Electric Wiring.**—See Building Note under Somerset, Ky.

**Elevator.**—F. Moomau, Middlesboro, Ky., wants electric passenger elevator for four-story hotel.

**Elevator.**—Lyon Bros. Company, San Antonio, Texas, will want to purchase an elevator.

**Elevator.**—H. W. Cooley Company, Tampa, Fla., wants elevator.

**Engine.**—Alvin Etheredge, Saluda, S. C., wants one new or second-hand right-hand 150-horse-power Corliss engine. (See "Well-drilling Equipment.")

**Engine and Boiler.**—W. B. Henry, North Wilkesboro, N. C., wants a 25 to 40-horse-power engine and a 40 to 60-horse-power boiler for quick delivery.

**Engine and Boiler.**—Sheffield Mercantile Co., Cedar Springs, Ga., will want 30-horse-power engine and boiler.

**Engine and Boiler.**—Baldwin-Chandler Supply Co., Elkins, W. Va., wants a new or second-hand 25-horse-power engine and horizontal boiler on skids to run a portable mill.

**Engine and Boiler.**—W. W. Fulghum, secretary Clyta Oro Mining Co., 1012-14 First National Bank Building, Birmingham, Ala., wants prices on engine and boiler.

**Engines and Boiler.**—P. O. Box 402, Wilmington, N. C., wants one 40-horse-power and one 25-horse-power engine and one 60-horse-power locomotive boiler.

**Filtration Plant.**—See "Water-works."

**Ginnery Equipment.**—Screven County Oil Mills, J. S. Gladney, general manager, Sylvan, Ga., wants estimates on four 70-saw gins.

**Ginnery Equipment.**—Sheffield Mercantile Co., Cedar Springs, Ga., will want two 70-saw gins and double press.

**Glass-factory Equipment.**—Texas Glass Co., Henry Forbes, Sr., president, 702 East Cincinnati avenue, West End, San Antonio, Texas, wants estimates for the complete construction of \$50,000 plant for manufacturing bottles, jars, etc., including engineer's and architect's services, etc.

**Handle Machinery.**—Kale & Co., Long Island, N. C., want addresses of manufacturers of axe-handle machinery.

**Heating Apparatus.**—F. Moomau, Middlesboro, Ky., wants hot-water-heating plant.

**Heating Apparatus.**—L. C. deVan, 336 Randolph Building, Memphis, Tenn., wants catalogues, etc., on hot-water plant for the bath-rooms of apartment-house.

**Heating Apparatus.**—See Building Note under Somerset, Ky.

**Hoisting Engine.**—J. H. Macleary, Suffolk, Va., wants one 7x10 double-cylinder single-drum hoisting engine without boiler; must be in good condition. Quote price f. o. b. Suffolk.

**Hoisting Equipment.**—Handford Lime & Stone Co., Batesville, Ark., wants belt-driven hoist.

**Ice Machinery.**—Alken Artesian Ice & Lighting Co., B. F. Holley, president, wants machinery and equipment for 15-ton ice plant.

**Ice Machinery.**—E. R. Monroe, Crystal Hill, Va., wants addresses of manufacturers of equipment for small ice plant suitable for one or two families.

**Lath Mill.**—Dan Valley Farm Co., J. O. Boatwright, president, Danville, Va., wants equipment for lath mill. (See "Saw-mill.")

**Lock and Dam.**—Bids will be received until May 28 at the United States engineer office,



Federal Building, Dallas, Texas, for building lock and dam No. 6 on Trinity river, Texas. Information furnished on application; W. P. Woodin, captain, engineers.

Lumber.—Wheeling Traction Co., J. P. Alexander, assistant purchasing agent, Wheeling, W. Va., wants 2000 white-oak ties sawed 6x8 inches by 8 feet long in the next two weeks; delivered at Wheeling, W. Va., and Steubenville, Ohio.

Machine Tools.—Piedmont Electric Co., Asheville, N. C., wants one 12-inch gear cutter, either automatic or hand feed; one pipe threader and cutting-off machine to take from two to six-inch pipe; one small bolt machine; one engine lathe, about 30-inch swing by 10 inches between centers, quick-change lathe preferred; all second-hand.

Mixers.—F. A. Lankford & Co., Cloverdale, Va., wants mixers for mixing stock foods, drugs, etc.

Oil-mill Machinery.—Laurinburg Oil Co., James A. Jones, president, Laurinburg, N. C., wants one 15-plate standard hydraulic press, one 72-inch heater to be used in connection with two heaters and sub now in use in cottonseed-oil mill, two No. 106 saw flinters.

Packages, etc.—F. A. Lankford & Co., Cloverdale, Va., wants cartons, boxes, labels, etc.

Paving.—R. S. Williams, city treasurer, Montgomery, Ala., will open bids May 7 for paving and otherwise improving various streets in accordance with plans and specifications on file in the city engineer's office; approximate quantities 22,500 square yards. Certified check on some responsible bank must accompany each bid. Usual rights reserved.

Paving.—Bids will be received until May 7 at the office of W. R. Julian, city clerk, Lawton, O. T., for furnishing material and labor to construct cement sidewalks in accordance with ordinance No. 167 as amended by ordinance No. 169 and the plans and specifications in city clerk's office.

Paving.—R. S. Williams, city treasurer, Montgomery, Ala., will open bids May 7 for paving and otherwise improving various sidewalks in accordance with plans and specifications on file in the city engineer's office; the total estimated quantities of work approximating 240,000 square feet. Certified check on some responsible bank in the sum of \$150 must accompany each bid. Usual rights reserved.

Paving.—Sealed proposals, addressed to the Board of Awards, Baltimore, Md., will be received until April 25 at the office of Harry F. Hooper, city register, City Hall, to grade, gutter and pave with vitrified brick Calvert street from 24th to 29 street and 26th street from Oak to Calvert street. Specifications and proposal sheets may be obtained from office of Commissioners for Opening Streets, J. Arthur Wickham, president, Hoen Building, Lexington and Holliday streets.

Paving.—Board of Public Works, Nashville, Tenn., will open bids April 21 for grading and macadamizing four streets in the suburbs. W. W. Southgate is city engineer.

Paving.—Simon M. Lawrence, clerk of council, Suffolk, Va., will receive bids until May 11 for furnishing all materials and labor necessary for the grading, curbing and paving of certain streets, approximating 40,000 square yards. Proposals will be received in accordance with blank forms furnished by Lee Shaffer, engineer. Work may be done with one class of paving exclusively or divided among the several classes at the discretion of the council. Instruction to bidders, specifications and general stipulations on application. Usual rights reserved; J. H. McCleary, chairman board of public improvements.

Pig-iron.—Bentall Machine Co., 803 Washington street, Suffolk, Va., wants pig-iron for making machine castings.

Piping.—See "Water-works."

Piping.—Cairo, Ga., R. L. Van Landingham, mayor, wants prices on galvanized pipe, all sizes, one to three inches; also six-inch cast-iron water mains.

Piping.—Bids addressed to the Street Committee, Samuel T. Montague, chairman, will be received until April 30 at city clerk's office, Portsmouth, Va., for furnishing and distributing on certain streets 245 lineal feet of No. 1 double-strength 36-inch pipe, 265 lineal feet of No. 1 double-strength 27-inch pipe, 200 lineal feet of No. 1 double-strength 24-inch pipe, 120 lineal feet of No. 1 standard eight-inch pipe. All pipe will be rigidly inspected by city after delivery on streets and any injured or defective in any manner will be rejected. Each size and kind of pipe must be bid for at so much per lineal foot delivered on streets. All pipe to be delivered on streets of city not later than June 15. Certified check for \$100, payable to George A. Tabb, city treasurer, must accompany each bid; Bascom Sykes, city engineer.

Plumbers' Supplies.—Judge O. Randall, Scranton, Miss., will probably want plumbers' supplies.

Plumbing.—See Building Note under Somerset, Ky.

Porcelain Ware.—Mecklenburg Mineral Springs Co., Chase City, Va., wants addresses of manufacturers of porcelain goods or wares.

Portable Schoolhouses.—Sealed proposals, addressed to the Board of Awards, Baltimore, Md., will be received until April 25 at the office of Harry F. Hooper, city register, City Hall, for furnishing the board of school commissioners with portable schoolhouses. Plans and specifications may be obtained from office of school commissioners, Madison and Lafayette avenues.

Pump.—See "Water-works."

Pump.—Alvin Etheredge, Saluda, S. C., wants one power pump to feed 200-horse-power boiler. (See "Well-drilling Equipment.")

Railway Equipment.—Missouri Construction Co. of Oklahoma, Guy V. McClure, general manager, Davis, I. T., wants one or two Forney type 20-ton locomotives, standard gauge; one light baggage and express car, from two to four open summer cars, five miles of 40-pound new steel rail or 50 and 56-pound relays; shipments to be made in next 60 days.

Railway Equipment.—Dothan Variety Works & Supply Co., Dothan, Ala., wants four second-hand flat cars, 60,000 pounds capacity.

Railway Equipment.—J. H. Macleary, Suffolk, Va., wants one and one-half miles of 20-pound steel "T" rails, standard lengths, with splice bars and bolts complete, or A1 relays. Quote price f. o. b. Suffolk, Va.

Railway Equipment (Electric).—St. Petersburg Investment Co., B. F. Measey, secretary-treasurer, St. Petersburg, Fla., wants two double-track passenger cars of the most approved make.

Railway Equipment.—D. D. Rogers, constructing engineer, Daytona, Fla., wants 2000 tons or more of 60-pound relaying rails and five miles of grooved rails.

Road-building.—Bids will be received until May for reconstructing 20 miles of pike in Jefferson county; John Dyer, county road supervisor, Louisville, Ky.

Road-building.—Dunnellon Phosphate Co., Rockwell, Fla., will open bids April 20 for building three miles of railroad, to include clearing and grubbing three miles of road, grading three miles of road, furnishing and placing 9600 cross-ties, laying, surfacing and lining three miles of track. The company will furnish all rails and fastenings. Maps, specifications and profiles can be had by addressing E. E. Davis, engineer, Dunnellon, Fla. Usual rights reserved.

Road Improvements.—Frederick County Commissioners, William H. Hogarth, president, Frederick, Md., will receive bids until April 26 for grading and macadamizing about 1.4 miles of road in Frederick county, to be built under State supervision, according to plans and specifications on file at the office of the county commissioners, Frederick, Md. All proposals must be made on the regular forms furnished by the State geological survey commission, to be obtained through the office of the county commissioners. Certified check for \$300 must accompany each bid. Usual rights reserved; E. H. Albaugh, clerk.

Road Improvements.—Greenleaf Johnson Lumber Co., Norfolk, Va., will receive bids until April 25 for constructing three miles of roadbed, approximately 20,000 cubic yards of excavation, in Warren county, North Carolina. Profile and specifications may be seen at the company's office at Vaughan, N. C., on the Seaboard Air Line Railroad. Usual rights reserved.

Road Machinery.—City Secretary, Paris, Texas, will receive bids until April 23 for furnishing one steam roller, 8, 10 or 12 tons weight; one rock crusher, elevator and screen, capacity 10 to 15 tons commercial size stone (two and one-half inch and smaller) per hour; about 9x16 opening; both roller and crusher delivered f. o. b. Paris, Texas. Further information may be had on addressing Hugh M. Price, city engineer; T. C. Bishop, mayor.

Roofing.—Capitol Commission, Columbia, S. C., will open bids May 15 for a new roof, skylights and copper ventilating hoods for the State Capitol. Alternate bids are to be made on a tin roof, a slate roof, a tile roof and a copper roof. Certified check for \$300, payable to Hon. J. Q. Marshall, chairman, must accompany each bid. Plans and specifications on file at office of Charles C. Wilson, architect, 1302 Main street, Columbia, S. C. Usual rights reserved.

Rubber Stamps.—The Walker Company, 71 South Pryor street, Atlanta, Ga., wants ad-

resses of manufacturers of rubber stamps or stencils for signboards or boxwork.

Saw-mill.—American Building, Loan, Lumber & Land Co. of Texas, E. C. Branch, president, Houston, Texas, will want equipment for saw-mill.

Saw-mill.—Dan Valley Farm Co., J. O. Boatwright, president, wants equipment for saw-mill. (See "Lath Mill.")

Saw-mill.—Box 657, Houston, Texas, wants a six-foot band-saw mill with carriage; name lowest price.

Sewerage System.—C. D. Clark, city clerk, Gadsden, Ala., will receive bids until April 25 for constructing about nine miles of pipe sewers. Specifications on file at city clerk's office. Usual rights reserved.

Sewerage System.—John D. Kelley, city secretary, Galveston, Texas, will receive bids until April 25 for extension of Tremont-street sewer. Plans and specifications on file in office of C. G. Welles, city engineer. Each proposal must be submitted in duplicate and accompanied by certified check in 10 per cent. of bid, payable to city secretary. Usual rights reserved; H. C. Lange, commissioner of water-works and sewerage.

Soap Machinery.—Interstate Electric Co., Ltd., Apartado 823, Havana, Cuba, wants catalogues, prices, etc., on machinery and equipment for manufacturing toilet and laundry soaps.

Steel Work.—Bids will be opened May 15 by the Capitol Commission, Columbia, S. C., for reinforcing the present steel roof truss and adding one new steel roof truss in the State Capitol building. Certified check for \$100, payable to Hon. J. Q. Marshall, must accompany each bid; plans and specifications on file with Charles C. Wilson, 1302 Main street, Columbia, S. C. Usual rights reserved.

Street Improvements.—Bids will be received until April 16 at the office of W. E. Cutshaw, city engineer, City Hall, Richmond, Va., for constructing iron railing east side of 23d street between Grave and Franklin; for laying granite curbs and paving granite spill gutters and for laying granolithic curbs and gutters in certain localities; for construction of concrete sewers in Hospital street near 7th; also for constructing concrete channel for Bacon's Quarter branch from Spotswood street to the Hermitage road; both as shown on plans on file in city engineer's office. Detailed information in regard to work can be had at office of city engineer. Certified check for \$50 must accompany each bid. Committee on Streets reserves usual rights.

Telephone Booths.—Spalding Company, 617 Austell Building, Atlanta, Ga., wants addresses of manufacturers of telephone booths.

Telephone Equipment.—Northwest Toll Line Co., A. A. Marrs, secretary, Dallas, Texas, wants quotations on poles, crossarms, pins, insulators, pole hardware, anchors, etc.

Telephone Equipment.—N. T. McManaway, Box 14, Bowling Green, Va., wants information regarding telephone fixtures, wire, etc., and complete equipment for telephone system.

Tiling Machinery.—S. Warren, Apalachicola, Fla., wants a sidewalk tile machine.

Vacuum-cleaning System.—James Knox Taylor, supervising architect, Treasury Department, Washington, D. C., will receive bids until May 22 for the vacuum-cleaning system for United States postoffice and courthouse building at San Francisco in accordance with drawing and specification, copies of which may be had at office of supervising architect or at office of custodian at San Francisco, Cal., at discretion of supervising architect.

## SOUTHERN CITY INDUSTRIAL NOTES

[Special Correspondence Manufacturers' Record.]

Alachua, Fla., April 12.  
This thriving city is in the northern part of Alachua county, 70 miles from Jacksonville, and is an important cotton market in this section. Last season there were 3300 bales of long-staple or Sea Island cotton ginned here, the quality of which is of a superior character and used in the manufacture of the finest textile fabrics. Taking Alachua as a center, this district controls sufficient cottonseed to warrant the installation of an oil mill. The city is situated in a productive farming center and on both the Seaboard Air Line and Atlantic Coast Railway systems. In addition to the seed available, which will be about 1200 tons, the tributary towns which could be depended on to furnish seed are Ocala, 100 tons; Williston, 100 tons; Newberry, 200 tons; Archer, 100 tons; Lake Butler, 500 tons; Hawthorn, 400 tons; High Springs, 200 tons; Bell, 250 tons; Gainesville, 500 tons, and Cecil, 100 tons. Probably an additional 300 tons could be secured from ginners in other towns not

named. An attractive feature of the oil-mill proposition is that from 1200 to 1500 tons of cottonseed could be marketed each season at the mill by farmers' wagons, thus obviating freight expenses. This data was furnished me by Walter G. Robinson of Gainesville, who has for many years been manager of the cotton department of Dutton & Co. in that city.

### ZELLWOOD.

[Special Cor. Manufacturers' Record.]

Zellwood, Fla., April 12.  
One of the handsome residences here is that of James Laughlin, Jr., of the Jones & Laughlin Steel Co. of Pittsburgh. The conveniences of this dwelling have recently been improved and added to by the installation of an electric-lighting equipment of some interest. This equipment consists of two direct-connected Westinghouse generators with boosters, charging storage batteries of 400 lights capacity, and a 60-horse-power boiler, a 50-horse-power Fleming engine being oper-

ated in connection therewith. This engine is built by the Harrisburg Foundry and Machine Works of Harrisburg, Pa. To guard against the possibility of being deprived of light because of a hitch or temporary shut-down of the plant, there stands ready in connection a system comprising 66 cells of storage batteries, 240 amperes capacity, manufactured by the Chloride Accumulator Co. of Philadelphia. This equipment was installed by A. A. Kind, electrical contractor, of Jacksonville, Fla. Mr. Kind has offices at 7 and 9 East Church street, Jacksonville, and represents some of the best-known manufacturers, including the White-Blakeslee Manufacturing Co. of Birmingham, Ala., builder of gas engines, and the Remington Machine Co. of Wilmington, Del., manufacturer of ice and refrigerating machinery.

#### FORT PIERCE.

[Special Cor. Manufacturers' Record.]

Fort Pierce, Fla., April 12.

Real estate is active in this section, and a leading firm here is that of Messrs. Dittmar & McCarty, who have offices over the Bank of Fort Pierce. They are not only extensive dealers in real estate, but also represent some of the leading fire-insurance companies of the North and East and of England. Investors who may have in view the purchase of Florida properties will probably find it to their advantage to address Messrs. Dittmar & McCarty for information. Mr. A. C. Dittmar and C. T. McCarty comprise this firm. Mr. McCarty, who can also be addressed at Eldred, Fla., has issued two interesting booklets, one referring to the culture of citrus fruits, including oranges, grape fruit, lemons, limes, tangerines and kumquats, and one on pineapple culture. This literature gives some facts regarding the agricultural situation and the possibilities in this territory.

#### GAINESVILLE.

[Special Cor. Manufacturers' Record.]

Gainesville, Fla., April 13.

The Gainesville Ice Co. operates two machines—one of the Holden type with a capacity of 20 tons and the other of the Columbus (Ga.) Iron Works Co. type. There is an increasing demand for the ice manufactured, and it is probable that consideration will soon be given to an enlargement of the plant. Mr. H. T. Watts is general manager.

The Diamond Ice Co. is another prosperous enterprise in this city. While in conversation with General Manager R. D. Livingston I was informed that the plant has a 20-ton ice machine and the latest system of cold storage, two boilers of 60 horse-power, 50-horse-power engine, pumping outfit, tanks, piping, condensers and other accessories. This equipment was manufactured by the Columbus (Ga.) Iron Works Co., and Mr. Livingston says "It is in just as perfect condition today as on the first day of its installation. Our firm also runs an ice-making plant of 18 tons capacity in Alachua of the Columbus Iron Works Co. make."

#### ST. PETERSBURG.

[Special Cor. Manufacturers' Record.]

St. Petersburg, Fla., April 14.

In looking around this little city I found considerable evidences of progress. Manufacturing plants are being conducted, municipal improvements are being undertaken and new enterprises are projected. The city is now considering the erection of a school building to cost \$16,000, and it recently appropriated \$15,000 for a water-works system. This latter plant will be supplied from artesian wells furnishing sufficient flow for the present population of 3500 and for reasonable increases in the future. Wells must therefore be drilled and pumping machinery will be needed. A part of the water-works will be an elevated tank of probably 50,000 gallons capacity. It is also proposed to establish a gas plant at a cost of \$50,000, about half of this amount having been already subscribed. C. J. Northrup is mayor of St. Petersburg.

The electric-light and power plant of the city will be largely increased, most of the machinery having been contracted for and a portion of it having been delivered. When completed the plant will consist of a 300-horse-power Corliss engine and boilers of 450 horse-power, built by Messrs. Robert Wetherill & Co. of Chester, Pa.; a Westinghouse Corliss compound and Chandler & Taylor compound arrangement; two alternators of 125 kilowatts each for lighting purposes and two direct-acting, 110 kilowatts each, of General Electric make, and a duplex pump built by the John H. McGowan Company of Cincinnati, Ohio. It is intended to introduce a day current for lighting.

The Crystal Ice Works, of which J. C. Williams is proprietor, is now proceeding with the installation of new machinery which will increase its capacity from 10 to 30 tons daily. This enlargement will be effected by install-

ing a 20-ton ice machine, which has been contracted for.

#### TAMPA.

[Special Cor. Manufacturers' Record.]

Tampa, Fla., April 14.

One of the largest enterprises here is that conducted by Messrs. W. R. Fuller & Co., who deal wholesale in and are manufacturers' agents for fertilizers, building materials and groceries, besides being packers of Florida fruits and vegetables. Mr. W. R. Fuller of the firm is also identified with a number of other important undertakings in the development of Florida as an industrial and distributing center. W. R. Fuller & Co. have docks, wharves, warehouses and switch-track connections with the Atlantic Coast Line and Seaboard Air Line systems, which contribute largely to the successful conduct of the various Fuller enterprises. Messrs. F. D. Jackson and W. W. Carnes are associated with Mr. Fuller.

The Centro Espanol de Tampa has decided to build a combined casino and theater, entirely modern and perfect in its appointments, the expenditure to approximate \$150,000. This is the same organization which

recently completed the Spanish Hospital at a cost of \$120,000. Its new casino will be located on the site of the old structure in Ybor City, and the plans and specifications are being furnished by Messrs. Miller & Kennard, local architects of high reputation. This firm is prepared to enter into correspondence with manufacturers and dealers who make a specialty of furnishing equipment and interior furnishings for high-class theaters and gymnasiums.

Building materials are reported in large demand by Messrs. I. W. Phillips & Co. of 105 Whitting street. This firm maintains large stocks of brick, lime, cement, crate materials, etc., and finds at present the demand is larger than it has ever been before in this city and section.

Real-estate and financial activities in Tampa include Messrs. Sexton & Harris. This firm controls various properties in Tampa, which it reports are rapidly advancing in value, and states that a number of important sales have been completed recently. Messrs. O. G. Sexton and D. C. Harris comprise this firm, and have their offices in the First National Bank Building.

JOHN BANNON.

manager of works, fourth vice-president and third vice-president.

#### Trainload Shipments.

With the saw-mill manufacturing industry, as with other branches, the activity which is now prevailing may be said to be unprecedented. In support of this statement is cited the fact that the Salem Iron Works of Winston-Salem, N. C., recently made a solid trainload shipment of saw-mills. This company manufactures saw-mills and woodworking machinery, steam engines, boilers, etc., beside coffee machinery and dyeing and drying machinery for cotton goods, and is designer and builder of experimental and special machinery.

#### Manufacturers' Association Wants Secretary.

The manufacturers and merchants of Rome, Ga., have recently formed the Manufacturers and Merchants' Association of Floyd County for the purpose of promoting the manufacturing and general business interests of their city and county. An energetic man will be engaged as secretary to undertake active work in connection with the association's plans. A secretary is wanted who has some knowledge of railroad affairs, is of general ability and prepared to do active work. Applicants can address J. N. King, president of the association.

#### Luxfer Prisms Specified.

A. B. Mathews of the American Luxfer Prism Co. closed a deal with the owners of the new Rothschild Building at Jackson boulevard and State street, Chicago, for building concrete sidewalks under the Ransom system, with Luxfer Prisms for lighting. The Colby-Abbott Building of Milwaukee is fitted with the Luxfer Sidewalk Prisms for daylighting the basement, and the entire front of the store is fitted with Luxfer Polished Prisms to direct the light to the rear of the store. Architect E. P. Liebert prepared the plans, and A. T. Holzbog, Milwaukee manager for the American Luxfer Prism Co., closed the contract for prism work. The American Company's main offices are in Chicago.

#### T. P. A. Officers.

At the second annual meeting and banquet of the Technical Publicity Association, held on April 5 at the Aldine Association in New York, the following officers were elected: President, F. H. Gale, General Electric Co.; first vice-president, H. M. Cleaver, Niles-Bement-Pond Company; second vice-president, C. B. Morse, Ingersoll-Rand Company; secretary, Rodman Gilder, Crocker-Wheeler Company; treasurer, H. M. Davis, Sprague Electric Co.; members of executive committee, Robert L. Winkley, Pope Manufacturing Co., and G. M. Basford, American Locomotive Works; members election committee, C. W. Beaver, Yale & Towne Manufacturing Co.; Charles N. Manfred, Johns-Manville Company, and H. H. Kress, A. S. Cameron Steam Pump Works.

#### Artesian Well Drilling.

That there is an increasing demand for artesian water supplies, probably due to a growing recognition of its advantages, both from a healthful and convenient standpoint, is evidenced by the activity in all sections of the country in the well-drilling industry. Among recent contracts which have been awarded to the Hughes Specialty Well Drilling Co., Ashley avenue and Montague street, Charleston, S. C., is an eight-inch well 800 feet deep for the city of Tifton, Ga.; a four and one-half-inch well 500 feet deep to be drilled at the Summerville (S. C.) home of Robert W. Parsons of New York, and a six-inch well 600 feet deep for the Colleton Cypress Co. of Colleton, S. C., beside a contract for fishing out broken pump rods at Statesboro, Ga., for the Statesboro Manufacturing Co.

#### Machinery for the South.

Messrs. Tomlinson Brothers, owners of Mena (Ark.) Electric Light & Power Co., have recently purchased a new Allis-Chalmers steam electric unit complete. Their new outfit consists of a 14-inch by 24-inch Reynolds Reliance Corliss engine with a speed of 130 R. P. M. and a steam pressure of 100 pounds; a 115-kilowatt belted generator wound for three-phase, 60 cycles, 2300 volts, and a four-kilowatt 120-volt direct-current exciter. The electrical apparatus for this installation will be built at the Allis-Chalmers works in Cincinnati. The city of Austin, Texas, has contracted for a 16-inch and 32-inch by 36-inch Reynolds heavy-duty tandem compound Corliss engine. Hornbeak (Tenn.) Milling Co. will install a 10-inch by 24-inch Reynolds Reliance Corliss engine. These engines are built by the Allis-Chalmers Company of Milwaukee.

## INDUSTRIAL NEWS OF INTEREST

#### Machinery for Sale.

A miscellaneous lot of second-hand machinery is offered for sale by Messrs. Myers & Co. of Norfolk, Va. This firm will send detailed list to inquirers.

#### Machine Shop for Sale.

An established machine plant in Georgia is being offered for sale. This is said to be a good opportunity for investment, and full details can be obtained by addressing the Clark & Adams Machine Works, Elberton, Ga.

#### Wants Building Materials Agency.

Manufacturers of building supplies and materials are invited to correspond with H. A. Burnett of Dallas, Texas. Mr. Burnett is a manufacturers' agent and wants to obtain the agencies for high-grade specialties, supplies and materials used by building contractors.

#### Foundry and Machine Plant.

The owner of an established foundry and machine plant is, because of ill-health, offering the enterprise for sale. The plant is located in the Carolinas cotton-manufacturing districts. To obtain full details address "Manufacturer," care of the Manufacturers' Record.

#### To Represent Gasoline Engines.

A practical gasoline engineer and salesman writes the Manufacturers' Record that he wants to represent in Eastern North Carolina the makers of a standard gasoline engine. He would consider a proposition to travel. Address X, care Manufacturers' Record.

#### Wants Agencies for Specialties.

Messrs. Roy B. Nichols & Co., 1009½ Congress avenue, Houston, Texas, are soliciting agencies for Texas for desirable specialties to be marketed through dealers and local agents. The firm acts as manufacturer, dealer and sales agent for all kinds of high-grade specialties and novelties.

#### Southern Bricks in Demand.

That Southern-made bricks are in demand is evidenced by the fact that the Southern Clay Manufacturing Co., one of the oldest large producers of paving brick, with plants at Chilhowie, Va.; Robbins, Tenn., and Coal-dale, Ala., has contracted during the past month for approximately 5,000,000 paving bricks to be used in Cuba and in various Southern cities.

#### Seeking an Architect.

The Manufacturers' Record is informed that Knox county, Kentucky, will expend about \$10,000 to build an addition to its courthouse. This structure will be fireproof and have hot-air-heating plant, electric and gas fixtures. The county wants to engage an architect to prepare the plans and specifications, and inquirers can address F. D. Sampson, Barbourville, Ky.

#### Some Investment Propositions.

A number of investment propositions are being offered by S. P. Seawell of Biscoe, N. C. Mr. Seawell is a general real estate and investment agent, and quotes, among other properties, an established 50-barrel roller mill in Pennsylvania, a hotel property and oyster-farm in Virginia, 640 acres of oil lands in Wyoming and a secret chemical formula for tempering edged tools. Prompt investigation is invited.

#### The Atlantic Hotel.

The Atlantic & North Carolina Company announces that the Atlantic Hotel, Morehead City, N. C., one of the popular resorts on the Atlantic coast, will be open for guests June 15, 1906, under new management, and that the hotel has been repainted and repaired and put in first-class condition. For rates and reservations apply by letter to manager Atlantic Hotel, Morehead City, N. C.

#### Mr. Frank H. Taylor.

Mr. Frank H. Taylor has severed his connection with the Westinghouse interests, of which he has been for the past eight years a prominent official, especially as the vice-president of the Electric Company in charge of commercial operations. We understand that he proposes to enjoy a well-earned rest after his extremely active life of recent years before taking up any new line of work.

#### Straws in the Wind.

The statement issued monthly by the Ideal Concrete Machinery Co. of South Bend, Ind., is not only a unique piece of advertising, but it is an evidence of the advance made by the company in the sale of its ideal block machines and allied products. The company's March bulletin has been received, and under the heading "Straws Which Show the Way the Wind Blows" it is seen that the company completed 207 shipments, reaching into 29 States, one being a solid carload and two shipments going into Cuba.

#### Wagner Electric Co. Enlarging.

The Wagner Electric Manufacturing Co. of St. Louis has completely outgrown its present quarters, and has bought a tract of land, 15 acres in extent, just out of the city. It has engaged Messrs. Dodge & Day of Philadelphia to make the layout, design buildings and select the necessary equipment. The preliminary layouts have been submitted and the buildings decided upon. Work will be started at once, and about one-third of the ground will be covered by buildings before the end of the present year.

#### Pfannmueller Engineering Co.

Messrs. F. E. Pfannmueller & Co., new and reconstructed power equipment, announce the formation of the Pfannmueller Engineering Co., incorporated to do a general engineering and contracting business. The officers are: F. E. Pfannmueller, president; S. D. Boynton, M. E., vice-president and consulting engineer, and E. M. Mills, secretary and treasurer. The company will make a specialty of designing and installing complete power plants. Its principal offices will be at Suite 1134, First National Bank Building, Chicago, Ill.

#### The Westinghouse Meeting.

At a meeting of the directors of the Westinghouse Electric & Manufacturing Co. on April 10 L. A. Osborne, formerly third vice-president, was elected second vice-president to succeed Frank H. Taylor, resigned. Mr. Taylor remains a director. Mr. Osborne as third vice-president had the direction of the engineering and manufacturing activities of the company, and as second vice-president will assume the direction of the commercial activities, while retaining those of the engineering department. He is a graduate of Cornell University. Entering the employ of the Westinghouse Company in 1891, Mr. Osborne has successively been assistant superintendent, assistant to the vice-president,



**The New "Voltax" Plant.**

The new factory of the Electric Cable Co., in course of construction at Bridgeport, Conn., will be completed by May 1. A reception will be given on the date of its completion to the members of the Bridgeport Board of Trade, to the employees of the company and to the engineers and workmen who were at work on the building. This plant will be devoted to the manufacture of Voltax, the new insulating compound of magnet wire, rail bonds and field and armature coils. These coils are to be insulated with the Voltax compound impregnated under a vacuum to insure thorough absorption and to make the product moisture and water proof. The Electric Cable Co. reports an increase of 50 per cent. in the sales of its field and armature coils during February and March over the two preceding months.

**Joplin's Industrial Advantages.**

The thriving cities of the Southwest include many that have numerous advantages for industrial and general business enterprises. They include Joplin, Mo., claimed to be the trade center of Southwest Missouri, Southeast Kansas, Northern Arkansas, Indian and Oklahoma Territories. Joplin is in need of various industries utilizing cotton, leather, wood, iron, etc., and local capital is usually ready to co-operate with legitimate projects. Such advantages as natural gas, cheap electric power, cheap coal, railroad facilities, timber supply, etc., are found in the territory surrounding Joplin and are open to investigation. The city has 36,000 population, an increase of 10,000 since 1900. The Commercial Club of Joplin is active in presenting its city's advantages to investors and invites inquiries for specific details.

**Quick Work in Rebuilding.**

As told by dispatches from Charlotte, N. C., last week, the plant of the Charlotte Pipe & Foundry Co. sustained a serious loss by fire, a portion of the soil-pipe and water-pipe plant being destroyed. The company immediately began arranging to rebuild, and its 100 employees were so anxious and so desirous of resuming work that they enthusiastically offered their services for rebuilding, and W. F. Dowd, president of the company, states that the new building, 100x150 feet in size, was framed within 24 hours. On April 12 the roofing timbers were being put on, and on the 13th inst. the roofing was being laid. This week the company resumed casting soil pipe as heretofore. The fire loss was about \$30,000, but the machine shops, pattern shops, cotton-storage warehouse, office building, fitting warehouses and \$60,000 stock of soil pipe and fittings were not touched by the fire. In view of the fact that damaging rumors frequently become current after fires at industrial plants, the trade should take especial notice of this announcement regarding the Charlotte Pipe & Foundry Co.

**Two Pipe-Covering Contracts.**

The H. W. Johns-Manville Company of New York, through its Philadelphia branch, recently completed two of the season's largest contracts for the installation of pipe coverings in the plants of the Marlborough-Blenheim and the Dennis hotels, Atlantic City. In the plant of the former all of the hot, salt and fresh-water pipes are covered with "J-M" molded and all steam pipes with "J-M" 85 per cent. magnesia covering. In the Dennis the entire heating system is covered with "J-M" three-ply asbestos air-cell covering and high-pressure work with 85 per cent. magnesia. In the placing of these contracts only manufacturers of the highest reputation were considered, and the H. W. Johns-Manville Company is to be complimented on securing these orders in competition. The coverings referred to are only a few of the many standard coverings manufactured by this company, which has recently issued a neat and attractive booklet entitled "Pipe and Boiler Insulation," in which these materials are fully illustrated and described. A copy will be sent to interested parties for the asking.

**The Standard Brick Machinery Co.**

The Standard Brick Machinery Co., with offices at 114-118 Liberty street, New York, has organized and purchased the rights, title and good will of the H. Hueneke Company, together with all other available assets. Officers of the company are Messrs. F. A. Crandall, president; St. John Clarke, vice-president, and John A. Wilbur, treasurer. Mr. Colby M. Avery has charge of the engineering department and Joseph Bailey is one of the directors. The company is working with ample capital and is pushing the business in an active manner. Among contracts which it has undertaken is the erection of a factory for the New York Granite Brick Co. at South River, N. J., which is said to be the largest sand-lime-brick factory in the

United States and the second largest in the world. The plant will have a capacity of 100,000 bricks per day and will be operated under the Hueneke system. The Standard Brick Machinery Co. has issued a pamphlet giving a full description of the Hueneke system and the history of the sand-lime-brick business in the United States and Europe, which will be furnished upon request.

**Action by Westinghouse Interests.**

On account of the rapid expansion of the business of the Westinghouse Machine Co. the directors have decided to increase the number of vice-presidents from two to four, and elected E. H. Sniffin and Arthur West to fill the new offices of third and fourth vice-president, respectively. Mr. Sniffin will be in charge of the sales department, as heretofore, his field of work not being altered in assuming the new title. Mr. West, who has been chief engineer of the company, still retains that title and position. Mr. William A. Boles, in consequence of his election to the vice-presidency of the Westinghouse Foundry Co., has resigned his position as manager of works of the Westinghouse Machine Co. in order that he may better serve the interests of the foundry company, of which he assumes the entire management. The Westinghouse Machine Co., however, retains Mr. Boles as consulting engineer, availing itself of his services and counsel on important work, which his ripe experience has made peculiarly valuable. Mr. Henry L. Barton, formerly general superintendent of the East Pittsburgh works of the Westinghouse Machine Co., has been appointed manager of works.

**High-Carbon Steel Products.**

Construction work of the present time consists largely of reinforced concrete, and the metal products which are a part of this system of construction are therefore in demand. Manufacturers have become fully aware of this and are furnishing the supplies consumed in large quantities throughout the entire country. In this connection it is desired to call the attention of architects, building contractors, concrete-construction engineers and others who are interested in reinforced-concrete materials to the products of the Buffalo Steel Co. of Tonawanda, N. Y. This company manufactures high-carbon steel for reinforcing concrete—plain bars, rounds, squares, flats, twisted bars, etc. Of these twisted bars it may be mentioned that the company claims an elastic limit of 50,000 pounds or higher, cuts these bars to the required lengths and makes prompt shipments. The Buffalo Steel Co. has an extensive plant, equipped with every modern facility for the production of high-carbon steel shapes, and is prepared to furnish estimates to those who are in the market for this class of material. The company is one of the well-known manufacturers of Bessemer-steel bars, angles, tees, special shapes for agricultural implements, etc., and its department for producing reinforced-concrete necessities has grown to extensive proportions because of the favor with which these products have been met in the open market. Mr. George Leas, with offices at No. 1 Madison avenue, New York city, is New York representative.

**Rapid Promotion.**

Friends and business acquaintances of F. W. Wilshire, until recently assistant manager of sales of the Consolidation, Fairmont and Somerset coal companies, will be interested in knowing that he has been appointed general manager of sales of these companies, succeeding W. G. Sharp, who retires to accept the presidency of the United States Smelting Co. of Boston. Mr. Wilshire is a native of Connecticut, and in 1890 entered service as office boy of Oscar G. Murray, then traffic manager and freight traffic manager, respectively, of the Big Four and Chesapeake & Ohio railways in Cincinnati. Working his way through the different departments of the office, in 1895 Mr. Wilshire was appointed soliciting agent of the Big Four, Cincinnati. He accepted a secretaryship to the general agent of the Baltimore & Ohio Railroad at Cleveland in June, 1896, remaining until March, 1897, when he accompanied his employer to Pittsburgh, who had been made general freight agent of the road in that city. In February, 1898, he accepted the position of secretary to Oscar G. Murray, who was then receiver of the Baltimore & Ohio. Acting in this capacity until the expiration of the receivership, he became assistant to F. S. Landstreet, who was general manager of the Davis Coal & Coke Co., 1 Broadway, New York. In December, 1898, this was his first identification with the coal industry. In 1899 he opened the first office of the Montana Coal & Coke Co. in Philadelphia, and became its resident manager until July, 1901, when the company was absorbed with other Fairmont interests by the Fairmont Coal Co. Mr. Wilshire was appointed

Philadelphia manager of this company and of the Consolidation and Somerset coal companies when they were consolidated with it.

**TRADE LITERATURE.****Sterling Hack Saws.**

Among late calendars received by the Manufacturers' Record is a small but artistic one from the Diamond Saw & Stamping Works, 357-361 7th street, Buffalo, N. Y., manufacturer of the "Sterling" hack-saw blades, "Sterling" hack-saw frames, "Sterling" power hack-saw machines and the "Sterling" emery-wheel dressers. The slogan of this company with reference to its products is that the "Sterling" hack saw is best by test.

**Brick for Boiler Settings.**

Recognizing in a general way the economy of using articles of high quality, users of fire-clay brick will appreciate the information and suggestions contained in a pamphlet issued by the Harbison-Walker Refractories Co., Farmers' Bank Building, Pittsburgh, Pa. The publication presents in an attractive and convenient form the advantages of employing the best class of brick for boiler settings and detailing the merits of the Harbison-Walker Company's product.

**It Tells About Roofing.**

Roofing is a question which receives more attention today from building contractors, architects and owners of various structures than it ever did before. This is because manufacturers of roofing have been educating users as to the best kind of roofing and showing them which is the most economical. One valuable publication which tells about roofing is the Ridgepole, published by Messrs. J. A. & W. Bird & Co. of Boston. This firm is the manufacturer of Rex Flintkote, a roofing which is used all over the world, and naturally their publication gives especial attention to this material. Send for April number.

**Pyrometers and How to Use Them.**

It will be interesting to the iron trade to know that Mr. Edward Brown, 311 Walnut street, Philadelphia, Pa., who manufactures under 18 patents a variety of pyrometers, has issued a circular which gives a comprehensive description of his pyrometers, with their improvements, together with information regarding their use. Among the instruments of his manufacture may be mentioned the stationary, standard portable and improved portable pyrometers; the platinum pyrometers for annealing ovens; the water-current pyrometer, steam gauges, etc., which products have had a very general sale. Persons who are interested in pyrometers of whatever kind should get Mr. Brown's circular, which will be sent on request.

**The Use of Grinding Machines.**

The use of grinding machines in shop and factory practice is extensive. There is a wide field of application of grinders. They frequently overlap the work done on machines and machine tools at a higher cost. The removal of quantities of material is accomplished with a close approximation of accuracy and with far greater convenience and economy than where work must be clamped into position and made ready. Whether a complete grinding department or individual grinders are used, the work can be done with economy and expedition by the use of Northern grinding equipments. Bulletin 48, published by the Northern Electrical Manufacturing Co., Madison, Wis., is devoted to grinders of various sizes as well as buffing lathes.

**"Spring Painting."**

Of construction materials subject to rapid decay from the heat of the sun and rains and snows, metal and wood deteriorate most rapidly, but their lives may be prolonged indefinitely by the intelligent use of a preservative consisting of nature's pigments and oils. Among the provisions of nature for use in this respect it is claimed that a silver-gray ore found in the earth at Ticonderoga, N. Y., is wonderful. This graphite ore is in the form of a carbon, of which diamonds are a class, and, like them, is said to be practically indifferent to chemical influences. The Joseph Dixon Crucible Co. of Jersey City, N. J., owns this graphite mine, and persons contemplating painting or are interested in good paint or good painting should address the company, which is issuing a folder containing a seasonable talk on spring painting.

**Bethlehem Steel Co.'s Plant.**

The April number of the Progress Reporter is one of interest. It is devoted to the machine shops of the Bethlehem (Pa.) Steel Co., whose shops are of particular interest not only on account of the heavy class of work handled, but also because of the repu-

tation the company has for modern shop methods and efficient management. The selection of the machine-tool equipment was especially careful, and the preponderance of Niles-Bement-Pond and Pratt & Whitney machines is a great tribute to the manufacturers of these machines. Following a brief introduction, the Progress Reporter presents 29 photographic views of the Bethlehem shops and the tools which comprise their equipment. The Niles-Bement-Pond Company, 111 Broadway, New York, publishes the Progress Reporter and will send a copy of it to any inquirer.

**The Yellow Strand.**

In the special March-April quarry number of the Yellow Strand people who are interested in the latest developments in manufacturing and using wire rope will find some valuable data. They will find timely articles relating to ropes for quarries and illustrations of instances in which the most modern equipments of quarrying machinery have been installed by progressive operators to the consequent increased efficiency and economy of their plants. Ancient engineering and the work of early builders as showing superior methods of quarrying and hoisting are also referred to, as well as big ropes for Uncle Sam, the stone age, the convenience of quarymen, etc. The Yellow Strand is a publication which the Broderick & Bascom Rope Co. of St. Louis issues for the purpose of presenting data to present and possible users of its wire rope. This data enables those likely to want quarrying equipment to be in a position to know how best to equip their quarries and other establishments needing wire rope. Send for a copy.

**Furnaces and Smelting Accessories.**

There is now being distributed an illustrated pamphlet regarding furnaces and smelting accessories. This publication is offered for the consideration of those who contemplate the erection of smelting plants or the purchase of smelters or accessory machinery. It is presented by the Traylor Engineering Co. of 114 Liberty street, New York, which acts as consulting mechanical and metallurgical engineer, manufacturing modern smelting equipments of all kinds, crushing and pulverizing machinery, hoisting and rope-haulage machinery, power plants, etc. In the publication mentioned it is stated that no stock design of smelter can be depended upon to meet the requirements in any particular case, and that every smelter must be carefully designed for its work after competent engineers have considered the character of the ores to be treated, the required capacity of the plant and all the other data which would affect the successful commercial operation of the plant. Certain types of furnaces, however, are particularly adapted to certain kinds of work, and the publication referred to presents illustrations and brief descriptions of some typical furnaces which have been built after the designs prepared by the engineers of the Traylor Engineering Co. and are in successful operation. Inquiries for the Traylor bulletin will receive prompt attention.

**Voltax, the New Insulating Material.**

A great demand exists at present for insulating materials, and manufacturers have been busily engaged in producing this class of supplies. There has been recently introduced a new high-potential insulating material which is called Voltax. This material is offered as having distinctive advantages over all other forms of installation, its manufacturer claiming that it "costs 30 per cent. less than ordinary rubber insulation; is a neutral compound, absolutely impervious to atmospheric conditions; retains its elasticity and insulating properties for an indefinite period; is not subject to chemical change; is absolutely water, acid and alkali proof, and will not drip under 200° Fahrenheit; may be subjected to severe tension and bent at short angles without in any way affecting the insulation; can withstand a voltage 100 per cent. greater than rubber insulation has successfully stood; has high potential, insulation, resistance and melting-point tests that no other material has withstood; has no injurious effect upon copper, and hence does not require the tinning of the copper before applying the compound, as there is no corrosive action." Voltax is manufactured by the Electric Cable Co. at Bridgeport, Conn.; offices at 42 Broadway, New York city. The new material is described at length in an illustrated pamphlet, bound in pasteboard, which the Electric Cable Co. is distributing for the purpose of presenting to purchasers of insulating materials the numerous decided advantages which Voltax possesses. That this material is already extensively demanded has been witnessed by recent announcements of large contracts which the manufacturer secured in various parts of the country.

## FINANCIAL NEWS

The MANUFACTURERS' RECORD invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

## Review of the Baltimore Market.

Office MANUFACTURERS' RECORD,

Baltimore, Md., April 18.

Besides being generally quiet, the Baltimore stock market lost a day's business during the past week on account of the legal holiday on Good Friday. Prices showed little movement.

In the trading United Railways incomes rose from 73 to 74; the trust certificates sold at 73, and the 4s from 92½ to 92¾. Consolidated Gas was dealt in at 85, and the 4½s at 99½ to 99. Seaboard new common sold at 30¼ to 30½; the 4s at 88½ to 88¾; the 10-year 5s at 102¾; Cotton Duck 5s at 86 to 86½; United States Cotton Duck common at 8¼; G. B. S. common from 9¼ to 9; the incomes from 34½ to 35½, and the 1sts from 60¾ to 61½.

Bank stocks sold as follows: Merchants', 180; Citizens', 28½; Maryland, 23½; Howard, 12½.

Trust and other company stocks were dealt in thus: Continental, 196; Maryland Trust preferred, 126; Fidelity & Deposit, 138¼.

Other securities were traded in as follows: Atlantic Coast Line 4s, 99½ to 99¾; do. new 4s, certificates, 93¾; do. Connecticut 5s, certificates, 110½ to 112; do. Connecticut 4s, certificates, 5-20s, 93; Atlantic Coast Line rights, 5½ to 5; do. do. Connecticut, 55 to 53; Georgia Southern & Florida common, 40; do. second preferred, 83 to 84; do. 5s, 113¼ to 113½; Consolidation Coal, 94; Georgia, Carolina & Northern 5s, 111; Baltimore Traction, North Baltimore division 5s, 120; West Virginia Central 6s, 108¾; Houston Oil common, 9 to 10¼; do. preferred, 44 to 43; Augusta Railway & Electric 5s, 103½ to 104; Georgia & Alabama 5s, 110¼; Norfolk Railway & Light 5s, 102 to 102½; Potomac Valley 5s, 115; Maryland Telephone 5s, 97; Northern Central Railway stock, 101; Alabama Consolidated Coal & Iron common, 65; do. preferred, 94; do. 7s, 94; Baltimore, Sparrows Point & Chesapeake 4½s, 97½; Charleston Consolidated Electric 5s, 96; Baltimore City 3¼s, 1927, 97; do. 3½s 1940, 106¾; Charleston & West Carolina 5s, 110 to 110¼; Knoxville Traction 5s, 106½; Carolina Central 4s, 97½; Lake Roland Elevated 5s, 117½.

## SECURITIES AT BALTIMORE.

Last Quotations for the Week Ended April 18, 1906.

Railroad Stocks.	Par.	Bid.	Asked.
Georgia Southern & Florida.....	100	35	45
Georgia Sou. & Fla. 1st Pref.....	100	105	
Georgia Sou. & Fla. 2d Pref.....	100	84	90
Maryland & Pennsylvania.....	100	27½	
Norfolk Railway & Light.....	25	16¾	18½
Seaboard Company Common.....	100	30	30½
Seaboard Company 2d Pref.....	100	58¾	60½
United Railways & Elec. Co.....	50	17	17¾

Bank Stocks.	Par.	Bid.	Asked.
Citizens' National Bank.....	10	28	
Commercial & Far. Nat. Bank.....	100	130	140
Com. & Far. Nat. Bk. Blue Cfs.....	100	140	150
Drovers & Mech. Nat. Bank.....	100	240	
Farmers & Mer. Nat. Bank.....	40	53	55
First National Bank.....	100	145	150
German Bank.....	100	107	110
Maryland National Bank.....	20	23½	23¾
Merchants' National Bank.....	100	180	183
National Bank of Commerce.....	15	24½	26½
National Howard Bank.....	10	12	13
National Marine Bank.....	30	37	
National Mechanics' Bank.....	10	25½	
National Union Bank of Md.....	100	115	117

Trust, Fidelity and Casualty Stocks.	Par.	Bid.	Asked.
Baltimore Trust & Guarantee.....	100	335	
Colonial Trust.....	50	29	30
Continental Trust.....	100	195	198
Fidelity & Deposit.....	50	137	143½
Maryland Trust.....	100	110	115
Mercantile Trust & Deposit.....	50	142½	146
Union Trust.....	50	57	61

Miscellaneous Stocks.	Par.	Bid.	Asked.
Alabama Con. Coal & Iron.....	100	60	70
Ala. Con. Coal & Iron Pref.....	100	93½	94
Consolidated Gas.....	100	85	
Consolidated Cotton Duck.....	50	13	
G. B. & S. Brewing Co.....	100	9	10

## Railroad Bonds.

Albany & Northern 5s, 1946.....	94	
Atlan. Coast Line 1st Con. 4s, 1882.....	99½	99¾
Atlantic Coast Line 4s, Cfs., 1882.....	91½	
Atlantic Coast Line (Conn.) 5s.....	110	111½
Atlantic Coast Line (Conn.) 4s.....	93	
Carolina Central 4s, 1949.....	97	97½
Central of Georgia 5s.....	113¼	
Charleston & West. Car. 5s, 1946.....	110	110¼
Georgia & Alabama 5s, 1945.....	110¼	110½
Georgia, Car. & North. 1st 5s, 1929.....	110¼	111
Georgia South. & Fla. 1st 5s, 1945.....	113¼	114
Maryland & Pennsylvania 4s, 1951.....	96	
Petersburg, Class A 5s, 1926.....	113½	
Potomac Valley 1st 5s, 1941.....	115	
Richmond & Danville 5s.....	111	
Seaboard Air Line 4s, 1950.....	88	88½
Seaboard Air Line 5s, 10-year, 1911.....	102½	102¾
Seaboard Air Line 5s, 3-year, 1909.....	99½	100
Seaboard & Roanoke 5s, 1926.....	110¾	
Suffolk & Carolina 5s, 1952.....	97	
Virginia Midland 5th 5s, 1926.....	112¼	
Western Maryland new 4s, 1952.....	85¾	86½
Winnington & Wel. Gold 5s, 1935.....	119	

## Street Railway Bonds.

Anacostia & Potomac 5s, 1949.....	104	105
Atlanta Con. St. Rwy. 5s.....	106	107
Augusta Rwy. & Elec. 5s, 1940.....	104	105½
Baltimore City Passenger 5s, 1911.....	106	
Charleston City Railway 5s, 1923.....	107	
Charleston City Electric 5s, 1939.....	95	96
City & Suburban 5s (Balt.), 1922.....	114	115½
Knoxville Traction 1st 5s, 1928.....	106	106½
Lake Roland Elev. 5s (Balt.), 1942.....	118	
Lexington Railway 1st 5s, 1949.....	104½	
Macon Rwy. & Lt. 1st Con. 5s, 1953.....	100	101
Norfolk Railway & Light 5s.....	102¾	103
North Baltimore 5s, 1942.....	120	
United Railways 1st 4s, 1946.....	92¼	92½
United Railways Inc. 4s, 1949.....	73¼	74

## Miscellaneous Bonds.

Alabama Consol. Coal & Iron 5s.....	94	95
Consolidated Gas 5s, 1910.....	106	107
Consolidated Gas 5s, 1939.....	111½	112
Consolidated Gas 4½s, Cfs., 1953.....	98¾	99¼
G. B. & S. Brewing 1st 3½s.....	61	61¼
G. B. & S. Brewing 2d Incomes.....	34½	35
Maryland Telephone 5s.....	96¾	97
Mt. V. & Woodby Cot. Duck 5s.....	85½	86½
United Elec. Light & Power 4½s.....	97½	97¾

## SOUTHERN COTTON-MILL STOCKS

Quotations Furnished by Hugh MacRae & Co., Wilmington, N. C., for Week Ending April 16.

	Bid.	Asked.
Abbeville Cotton Mills (S. C.).....	96	99
Aiken Mfg. Co. (S. C.).....	84	85
Anderson Cotton Mills (S. C.).....	104	106
Arkwright Mills (S. C.).....	120	123
Augusta Factory (Ga.).....	80	85
Avondale Mills (Ala.).....	98	
Belton Mills (S. C.).....	108	110
Bibb Mfg. Co. (Ga.).....	122	122
Brandon Mills (S. C.).....	109	111
Cabarrus Cotton Mills (N. C.).....	137	
Chadwick Mfg. Co. (N. C.) Pfd.....	90	91
Chiquola Mfg. Co. (S. C.).....	90	91
Clifton Mfg. Co. (S. C.).....	123	128
Clifton Mfg. Co. (S. C.) Pfd.....	102	105
Clinton Cotton Mills (S. C.).....	135	146
Columbus Mfg. Co. (Ga.).....	98	
Courtenay Mfg. Co. (S. C.).....	100	103
Dallas Mfg. Co. (Ala.).....	87	95
Darlington Mfg. Co. (S. C.).....	60	62
Eagle & Phenix Mills (Ga.).....	125	125
Easley Cotton Mills (S. C.).....	125	130
Enoree Mfg. Co. (S. C.).....	77	80
Enoree Mfg. Co. (S. C.) Pfd.....	100	102
Enterprise Mfg. Co. (Ga.).....	86	92
Exposition Cotton Mills (Ga.).....	200	
Gaffney Mfg. Co. (S. C.).....	85	90
Gainesville Cotton Mills (Ga.).....	25	50
Granby Cot. Mills (S. C.) 1st Pfd.....	50	66
Granville Mfg. Co. (S. C.).....	160	165
Greenwood Cotton Mills (S. C.).....	115	
Grendel Mills (S. C.).....	110	
Henrietta Mills (N. C.).....	200	
King Mfg. Co. John P. (Ga.).....	97	103
Lancaster Cotton Mills (S. C.).....	103	106
Lancaster Cot. Mills (S. C.).....	97	
Langley Mfg. Co. (S. C.).....	92	96
Laurens Cotton Mills (S. C.).....	160	164
Limestone Mills (S. C.).....	104	
Lockhart Mills (S. C.) Pfd.....	100	102
Lockhart Mills (S. C.).....	97	100
Louise Mills (N. C.) Pfd.....	102	
Louise Mills (N. C.).....	94	
Marlboro Cotton Mills (S. C.).....	69	71
Mayo Mills (N. C.).....	165	165
Mills Mfg. Co. (S. C.).....	105	
Mills Mfg. Co. (S. C.) Pfd.....	100	
Monaghan Mills (S. C.).....	104½	
Monarch Cotton Mills (S. C.).....	88½	
Newberry Cotton Mills (S. C.).....	110	116
Norris Cotton Mills (S. C.).....	103	
Odell Mfg. Co. (N. C.).....	88	91
Orangeburg Mfg. Co. (S. C.) Pfd.....	80	81
Orr Cotton Mills (S. C.).....	101	105
Pacolet Mfg. Co. (S. C.).....	173	176
Pacolet Mfg. Co. (S. C.) Pfd.....	102	104
Pelzer Mfg. Co. (S. C.).....	169	173½
Piedmont Mfg. Co. (S. C.).....	169	171
Poe Mfg. Co. (S. C.).....	121	133
Raleigh Cotton Mills (N. C.).....	99	100
Richland Cot. Mills (S. C.) Pfd.....	51	56
Roanoke Mills (N. C.).....	135	150
Saxon Mills (S. C.).....	100	105
Sibley Mfg. Co. (Ga.).....	64	
Southern Cotton Mills (N. C.).....	80	
Spartan Mills (S. C.).....	140	146
Springstein Mills (S. C.).....	100	
Trion Mfg. Co. (Ga.).....	131	142
Tucapau Mills (S. C.).....	160	165
Victor Mfg. Co. (S. C.).....	112	116
Warren Mfg. Co. (S. C.).....	97	99
Warren Mfg. Co. (S. C.) Pfd.....	105	
Washington Mills (Va.).....	18	26
Washington Mills (Va.) Pfd.....	95	99
Whitney Mfg. Co. (S. C.).....	143	150
Wiscasset Mills (N. C.).....	122	136
Woodruff Cotton Mills (S. C.).....	105	106½

Quotations Furnished by William S. Glenn, Broker, Spartanburg, S. C., for Week Ending April 16.

	Bid.	Asked.
Abbeville Cotton Mills (S. C.).....	96	99
Aiken Mfg. Co. (S. C.) Pfd.....	70	
Aiken Mfg. Co. (S. C.).....	85	89
American Spinning Co. (S. C.).....	109	
Anderson Cotton Mills (S. C.).....	103	106
Arcadia Mills (S. C.).....	89	93
Arkwright Cotton Mills (S. C.).....	120	
Augusta Factory (Ga.).....	80	85
Avondale Mills (Ala.).....	87	
Belton Mills (S. C.).....	108	110
Bibb Mfg. Co. (Ga.).....	110	
Brandon Mills (S. C.).....	108	112
Brogan Mills (S. C.).....	77	82

Cabarrus Cotton Mills (N. C.).....	137	
Chadwick Mfg. Co. (N. C.) Pfd.....	103	
Chiquola Mfg. Co. (S. C.).....	90	100
Clifton Mfg. Co. (S. C.).....	125	130
Clifton Mfg. Co. (S. C.) Pfd.....	103	
Columbia Mfg. Co. (Ga.).....	135	140
Courtenay Mfg. Co. (S. C.).....	94	97
Dallas Mfg. Co. (S. C.).....	89	95
Darlington Mfg. Co. (S. C.).....	60	65
D. E. Converse Co. (S. C.).....	115	
Eagle & Phenix Mills (Ga.).....	120	
Easley Cotton Mills (S. C.).....	124	130
Enoree Mfg. Co. (S. C.).....	85	90
Enoree Mfg. Co. (S. C.) Pfd.....	100	103
Enterprise Mfg. Co. (Ga.).....	82	90
Exposition Cotton Mills (Ga.).....	174	200
Gaffney Mfg. Co. (S. C.).....	87	91
Gainesville Cotton Mills (Ga.).....	21	
Glenwood Cotton Mills (S. C.).....	102	105
Gluck Mills (S. C.).....	97	
Granby Cot. Mills (S. C.) 1st Pfd.....	50	
Granville Mfg. Co. (S. C.).....	157	
Greenwood Cotton Mills (S. C.).....	94	
Grendel Mills (S. C.).....	108	
Henrietta Mills (N. C.).....	88	
Henrietta Mills (N. C.).....	200	
Inman Mills (S. C.).....	80	87
King Mfg. Co. J. P. (Ga.).....	97	103
Lancaster Cotton Mills (S. C.).....	100	106
Lancaster Cot. Mills (S. C.) Pfd.....	95	99
Langley Mfg. Co. (S. C.).....	92	96
Laurens Mills (S. C.).....	160	
Limestone Mills (S. C.).....	101	
Lockhart Mills (S. C.).....	99	102
Lockhart Mills (S. C.) Pfd.....	102	104
Loray Cotton Mills (N. C.) Pfd.....	89	101
Louise Mills (N. C.).....	94	
Louise Mills (N. C.) Pfd.....	102	
Marlboro Cotton Mills (S. C.).....	67	75
Mayo Mills (N. C.).....	150	200
Mills Mfg. Co. (S. C.).....	100	
Mills Mfg. Co. (S. C.) Pfd.....	99	101
Molloy Mfg. Co. (S. C.).....	90	95
Monaghan Mills (S. C.).....	99	104
Monarch Cotton Mills (S. C.).....	80	87
Newberry Cotton Mills (S. C.).....	115	
Ninety-Six Cotton Mills (S. C.).....	90	
Norris Cotton Mills (S. C.).....	100	103
Odell Mfg. Co. (N. C.).....	90	
Orangeburg Mfg. Co. (S. C.) Pfd.....	80	
Orr Cotton Mills (S. C.).....	101	105
Pacolet Mfg. Co. (S. C.).....	173	176
Pacolet Mfg. Co. (S. C.) Pfd.....	102	104
Pelzer Mfg. Co. (S. C.).....	173	175
Piedmont Mfg. Co. (S. C.).....	170	175
Poe Mfg. Co. F. W. (S. C.).....	125	130
Raleigh Cotton Mills (N. C.).....	100	
Richland Cotton Mills (S. C.) Pfd.....	50	
Roanoke Mills (N. C.).....	118	
Saxon Mills (S. C.).....	102	104
Sibley Mfg. Co. (Ga.).....	58	63
Southern Cotton Mills (N. C.).....	80	
Spartan Mills (S. C.).....	145	
Springstein Mills (S. C.).....	100	
Trion Mfg. Co. (Ga.).....	132	140
Tucapau Mills (S. C.).....	157	
Victor Mfg. Co. (S. C.).....	111	115
Warren Mfg. Co. (S. C.).....	96	102
Warren Mfg. Co. (S. C.) Pfd.....	107	
Washington Mills (Va.).....	17	22
Washington Mills (Va.) Pfd.....	93	96
Whitney Mfg. Co. (S. C.).....	145	
Wiscasset Mills (N. C.).....	122	
Woodruff Cotton Mills (S. C.).....	106	108

## Bank Reports.

The First National Bank of Tishomingo, I. T., reports at close of business April 6, 1906, loans and discounts, \$64,030; cash and sight exchange, \$9676; capital stock, \$25,000; surplus and undivided profits, \$10,383; circulation, \$25,000; deposits, \$49,201; total resources, \$109,584. A. B. Dunlap is president; Herman C. Schultz, cashier, and Glenn M. Johnson, assistant cashier.

The Birmingham Trust & Savings Co. of Birmingham, Ala., reports at close of business April 6, 1906, loans and discounts, \$2,644,414; due from banks and bankers and cash in vault, \$1,345,941; capital stock, \$500,000; surplus, \$200,000; undivided profits, \$60,027; total deposits, \$3,553,560; total assets, \$4,313,688. Arthur W. Smith is president; Tom O. Smith, vice-president; W. H. Manly, cashier; Benson Cain, assistant cashier, and Chappell Cory, secretary.

The Mechanics and Investors' Union of Raleigh, N. C., in its eleventh annual report January 1, 1906, shows assets of \$70,212 and surplus to credit of stockholders \$9014. John C. Drewry is president; B. S. Jerman, treasurer, and George Allen, secretary.

The First National Bank of Greenville, Miss., reports April 6, 1906, loans and discounts, \$728,044; cash and reserve, \$399,590; capital stock, \$100,000; surplus, \$100,000; undivided profits (net), \$68,729; circulation, \$100,000; deposits (individual), \$992,226; total resources, \$1,360,955. W. H. Negus is president; J. T. Atterbury, vice-president; A. B. Nance, cashier, and T. W. McCoy, assistant cashier.

The First National Bank of Richmond, Va., reports April 6, 1906, loans and discounts, \$5,350,351; cash and due from banks, \$1,277,053; capital, \$600,000; surplus fund, \$400,000; undivided profits,

\$245,916; circulation, \$600,000; deposits, \$4,821,469; total resources, \$7,342,336. John B. Purcell is president; John M. Miller, Jr., vice-president and cashier; Charles R. Burnett and J. C. Joplin, assistant cashiers.

The Bank of Fayetteville at Fayetteville, N. C., reports at close of business April 6, 1906, loans, \$37



\$154,587; cash on hand and with other banks, \$57,059; capital stock, \$35,000; surplus and profits (net), \$16,431; circulation, \$10,000; individual deposits, \$171,330; total resources, \$232,896. J. L. Bailey is president; W. W. Walton, vice-president; Chas. C. Bailey, cashier, and E. T. Jones, assistant cashier.

The Citizens' Bank of Henderson, N. C., reports April 6, 1906, loans and discounts, \$437,512; cash on hand and due from banks, \$56,258; capital stock paid in, \$100,000; surplus and profits, \$42,900; deposits, \$396,302; total resources, \$539,483. Wm. A. Hunt is cashier.

### New Corporations.

Local business men are reported to be organizing a bank at Cusseta, Ga.

The First State Bank is reported incorporated at Reisel, Texas, with \$25,000 capital by Otto Rau and others.

The Merchants and Planters' Bank, capital \$10,000, is being organized at Newark, Ark., by local business men.

Mr. W. J. Roddy of Rock Hill, S. C., is reported to be promoting a plan to establish a building and loan association there.

A new \$10,000 bank is reported established at Goodnight, O. T., with Charles Fowler, president, and J. M. Graves, cashier.

The Collins Land & Abstract Co. of Collins, Miss., capital \$25,000, has been incorporated by W. R. Payne, W. L. McGee and others.

The Blenheim Building Association of Blenheim, N. C., has been incorporated with \$2000 capital by G. D. Matheson and C. R. Way.

The De Noya State Bank of Remington, O. T., capital \$10,000, has been incorporated by L. L. De Noya, A. Carlton and John Connelly.

The Bank of Dover has been organized at Dover, N. C., with \$25,000 capital. G. V. Richardson is president, and A. J. Maxwell, vice-president.

The new \$50,000 bank at Bartow, Fla., will begin business May 1 with J. G. Boyd, president; U. A. Lightsey, vice-president, and J. A. Hart, cashier.

A new building and loan association is reported being organized at Anderson, S. C., with \$25,000 capital by W. N. Walker, a local real-estate dealer.

The Bank of Louin has begun business at Louin, Miss., with \$25,000 capital. Dr. G. W. Land is president and Professor Consley of Laurel cashier.

The Temple State Bank of Temple, Texas, capital \$50,000, has been granted a charter. J. E. Ferguson is president and E. J. Slubicki cashier.

The Mechanics' Perpetual Building and Loan Association of Greenville, S. C., has begun business with William Goldsmith, Jr., as secretary and treasurer.

The Mutual Guarantee Fund Association has been incorporated in Delaware by E. S. Snyder, Henry L. Bryan and Albert R. Foster, all of Washington, D. C.

The Citizens' National Bank of Odessa, Texas, capital \$25,000, has organized with H. M. Pegues, president; Branch Isbell, vice-president; E. S. Martin, cashier.

The directors of the Temple State Bank of Temple, Texas, capital \$50,000, are W. T. Shannon, Fred Muchhouse, W. S. Hunter, C. W. Shannon and James F. Ferguson.

The National Exchange Bank of West, Texas, has been approved; capital \$50,000. The organizers are W. R. Glasgow, E. Rotan, James T. Brock, J. P. Glenn and R. F. Gribble.

The Citizens' Bank of Sneedville, Tenn., has been incorporated with \$10,000 capital by J. M. Southern, P. G. Parkey, R. C. Stone, D. A. Greene and I. W. Campbell.

The First State Bank of Carney, Texas,

capital \$10,000, has been organized with the following directors: Frank Potts, W. E. Byars, J. F. Mitchell, L. H. Womble and B. T. Lanier.

The Jacksonville State Bank of Jacksonville, Texas, capital \$25,000, has been incorporated by F. S. Hatton, John Howard, Tyler; F. Hufsmith, Lucius Gooch, G. E. Dilley, Palestine.

The Lincoln National Bank of Hamlin, W. Va., capital \$25,000, has organized with the following officers: Louis R. Sweetland, president; B. F. McGhee, vice-president; Albert Youngs, cashier.

The Ozark Home Building Co. of Fort Smith, Ark., has filed articles of incorporation. The incorporators are John W. Miller, H. O. Beeson, Earl U. Hardin, B. F. Beckman and J. W. Underwood.

The Bank of Sampson at Clinton, N. C., has been incorporated with authorized capital of \$25,000 by R. A. Ingram, A. W. Colwell, G. A. Chute and H. A. Grady, to do a commercial and savings business.

The Armstrong & Kadden Company, to conduct a brokerage business, to be located at Baltimore, Md., has been incorporated in Delaware by G. M. Armstrong, Sydney Kadden and T. Bayard Williams, all of Baltimore.

The Mutual Building and Loan Association of Muskogee, I. T., has been incorporated with \$1,000,000 capital by V. R. Coss, E. J. Franklin, G. W. Tate, W. F. Moffatt, J. A. Baker, D. H. Middleton and N. A. Gibson.

The People's Bank of Trezevant, Tenn., has begun business with \$15,000 capital. The officers are: President, W. J. Hurdle; vice-president, Dr. R. M. Murray; cashier, Jeff J. Blanks; assistant cashier, Nevins Arnold.

The Bank of Dinwiddie at McKenney, Va., capital \$10,000, will, it is said, soon begin business with Dr. E. C. Powell, president; John R. Doyle, vice-president; J. H. Ligon, cashier, and J. R. Beck, assistant cashier.

The Kanawha Union Bank of Glenville, W. Va., capital \$50,000, has been incorporated by C. M. Bennett, W. J. Holden, James H. Arbuckle, S. U. Hays, M. B. Morris, John S. Withers of Glenville and Jacob Moore of Sand Fork.

The Progressive Homestead and Building Association has been incorporated at Baltimore, Md., with \$1,000,000 authorized capital by James D. Hull, Enoch Harlan, Thomas Burling Hull, Charles R. Woods and Perley E. Sands.

It is reported that C. B. Wagoner, cashier of the Citizens' Bank & Trust Co. of Concord, N. C., is preparing to establish a building and loan association there. Application is to be made for a charter, and business is expected to begin in May.

The Exchange National Bank of North Fort Worth, Texas, has been approved; capital \$50,000. The organizers are W. H. Grove, W. D. Davis, T. M. Thannisch, D. W. Deupree, Rochester Haddaway and others.

The First National Bank of Santo, Texas, capital \$25,000, has organized with officers as follows: J. L. Cunningham, president; J. D. T. Bearden and J. S. Lanham, vice-presidents; E. M. Stone, cashier.

The Merchants' National Bank of Lehigh, I. T., capital \$25,000, has been approved. The organizers are J. A. Jackson, Joe Grilley, Ben Byers, Wm. Menton and W. A. McAlester; correspondent, C. S. Cobb, Atoka, I. T.

The First State Bank & Trust Co. of Mineral Wells, Texas, has been incorporated with \$50,000 capital by H. N. Frost, E. B. Ritchie, T. Mountcastle, P. E. Beck, E. V. Neall, G. C. Preston, D. P. Rankin, J. H. McCrackin and W. T. Smith.

A new bank with \$10,000 capital has been organized at Rowe, Texas, by elect-

ing the following directors: W. E. Reeves, president; S. B. Daniels, cashier, and C. Phillips, W. A. Kinslow, Nat Smith, William Montgomery and Thomas Adamson.

The First State Bank of Tidmore, I. T., has been incorporated with \$25,000 capital by David McBainstry of Perry, M. K. Sturtevant, John M. Hale and W. H. Spurr of Oklahoma City, L. C. Parmenter, W. E. Templeton and T. T. Baker of Holdenville.

The Montgomery Abstract & Realty Co. of Montgomery, Ala., capital \$20,000, gives notice that it is now ready to do business. The officers are L. W. Martin, president; Edw. S. Watts, vice-president; H. F. Martin, secretary and treasurer; Watts & Letcher, attorneys.

The Hibernia Bank of Savannah, Ga., capital \$200,000, has been granted a charter. The incorporators are M. A. O'Byrne, Charles Ellis, Joseph W. Hefernan, L. P. Hart, M. J. Kavanaugh, L. Mohr, James McGrath, J. C. Schwarz, George F. Tennille and T. P. Waring.

The People's Bank at Mansfield, Ga., has begun business with L. O. Benton, Monticello, president; Dr. F. S. Belcher, vice-president; J. C. Wilkes, cashier; S. R. Campbell, J. H. Wood, R. G. Frankline, E. H. Adams, L. O. Benton F. S. Belcher and J. C. Wilkes, directors.

It is reported that a new bank is to be established at Springville, Ala., with the following directors: J. L. Forman, T. E. Moody, W. S. Forman, A. W. Woodall, C. W. Allison, B. Ewing, B. M. Hill, W. C. Smith and G. L. Byers. The bank will be incorporated and begin business about August 1.

The Valdosta Bank & Trust Co. of Valdosta, Ga., capital \$200,000, has been granted a charter. The organizers are B. O. Jones, H. L. Boone, Frank Roberts, C. L. Jones, W. B. Johnson, W. B. Conoley, John T. Roberts, William L. Fender, G. W. Vann and C. L. Smith, all of Lowndes county.

A new bank with \$15,000 capital is reported organized at Nubia, Texas, by Geo. S. Berry, Fred B. Gentry, Joseph F. Body, C. W. Harkrider and Meador & McCauley, and it is stated that business is to begin immediately with George S. Berry, president; Fred B. Gentry, vice-president, and Mr. McCauley, cashier.

The Southern Trust & Investment Co. of Tampa, Fla., is the name of a new organization there. W. F. Hines is president, and J. T. McCallum, secretary and treasurer. The capital is \$14,000, and it is intended to conduct the negotiation of loans and do a general trust business. The address is 203-4 American National Bank Building, Tampa, Fla.

The Farmers and Citizens' Bank of Watkinsville, Ga., has begun business with \$25,000 capital. The directors are Hon. John D. Walker of Sparta, Ga., president; J. T. Dickens, vice-president; Canaway Malcom, J. J. Whitehead, J. C. Dickens, J. A. Jones, B. E. Thrasher, A. C. Jackson and W. H. Hodges. C. E. Baker of Valdosta will be cashier.

The Luling State Bank of Luling, Texas, is reported to have perfected its organization by electing Otis McGaffey, Jr., of Houston, president; R. M. King, vice-president; M. O. McGaffey, cashier; A. Dillard, R. J. Parsons and T. H. Brown, Jr., all of Luling, and L. N. Walthall of San Antonio, directors. The bank expects to open for business about April 20.

The Citizens' Bank of Keller, Texas, has been incorporated with \$10,000 capital by N. Harding, K. M. Van Zandt, Fort Worth; B. Lavoise, W. J. Mays, W. M. Chaney, O. L. Sweet, A. M. Bourland, Perry Davis, J. B. Merrell, C. C. Willis, Julia King, L. Stateham, Keller; I. J. Haney, W. V. S. Allen, Haslet; N. M.

Davis, Richard Brown, Smithfield; Miss E. J. Croxdale and W. A. Bates, Roanoke.

The Home Building and Loan Association, with capital of from \$50,000 to \$100,000, is reported organized at Greenville, N. C. The directors are H. A. White, president; D. J. Whichard, B. W. Moseley, R. J. Cobb, R. O. Jeffress, H. W. Whedbee, G. S. Prichard, D. C. Moore, C. T. Munford, R. C. Flanagan, C. O'H. Laughinghouse and S. T. White.

The Bank of Penfield has been granted a charter to do business at Penfield, Ga., with \$25,000 capital. The organizers are R. P. Boswell, B. C. Colclough, J. T. Colclough, C. E. Dreyer, G. D. McMakin, Mrs. J. M. Colclough, E. S. Powell, L. J. Boswell, J. Fielding Wilson, S. Calloway, J. O. Boswell, M. T. Sanders, J. H. Colclough, E. R. Boswell and A. J. Boswell.

The State Bank of Arvonla at Arvonla, Va., has been organized with from \$15,000 to \$25,000 capital. The officers are William P. Venable of Farmville, president; Evan R. Williams of Arvonla, vice-president, and R. S. Warren, cashier; directors, R. B. Hughes, W. P. Venable, Arthur L. Pitts, White W. Hughes, Albert J. Terrell, Dr. Perkins Glover, Alvin E. Evans, Edward E. Roberts, Thomas E. Williams, Evan R. Williams and T. E. Ritenour.

The Farmers' Bank at Billings, Mo., capital \$10,000, has been granted a charter. The directors are Jos. Meyer, J. B. McHenry, E. G. Napper, J. A. Keatts, and R. J. Mitchell, cashier. Among the shareholders are Wm. French, Joe Meyers, Bud Odell, B. F. Nickels, T. H. Loer, N. A. Garber, J. B. McHenry, E. F. Howercroft, O. W. Anderson, G. D. McHenry, E. G. Napper, J. A. Keatts, John Trede, W. L. Lamkin, R. J. Mitchell, Philip Ostain, E. J. O'Neil and W. R. Hendricks.

The MANUFACTURERS' RECORD is informed that the Farmers and Merchants' Bank of Boaz, Ala., formerly operated by Hogan Jackson, president Bank of Albertville, has been organized into a State bank with \$25,000 capital. Hogan Jackson is president; John H. Fletcher, first vice-president; Joseph Creel, second vice-president; E. M. Looney, cashier, and C. D. King, assistant cashier; directors, Joseph Creel, John H. Fletcher, J. Q. Roberts, Hogan Jackson, A. J. Hunt, G. W. Lackey and E. H. Looney.

The Bank of Lunenburg, to be located at Tinkling, Lunenburg county, Va., will, it is said, begin business June 1 with \$30,000 capital. The following directors have been elected: George E. Smith, president; Jos. M. Hunt, first vice-president; L. W. Bridgeforth, second vice-president; H. H. Seay, third vice-president, and J. B. Bell, attorney; L. A. Hardy, William Heathorne, J. L. Yates, A. S. Bridgeforth, H. R. Bagby, W. H. Mann, J. M. Harris, G. E. Kennedy, V. C. Lane, F. S. Manson and O. C. Sneed. W. Scott Irby is cashier.

The bank of W. A. Sears & Co., with a capital of \$100,000, is reported to have been converted into a national institution to be known as the Citizens' Bank of Jessamine, Ky. The officers are W. A. Sears, president; E. B. Hoover, vice-president; F. L. Sears, cashier; Letcher Saunders, assistant cashier; directors, W. A. Sears, H. H. Lowrey, E. B. Hoover, Hugh Mahin, C. C. Glass, J. Norton Fitch, James H. Turner, L. H. Willis, Ben Wilson, W. E. Combs, Wm. Mackey, J. H. Murphy, John M. Taylor, C. M. Smith and J. R. Williams.

The Dora Banking & Trust Co. of Dora, Ala., capital \$10,000, has filed articles of incorporation, among the incorporators being R. H. Palmer, N. S. Daniel, A. B. Phillips, Dr. P. P. Crowe, W. L. Martin, C. J. Lehman, P. O. Goodwin, W. J. S. Drummond, Jeff York, W. W. Hogue, J. F. Swindle, Hal Parchman and others

of Dora, Walter Moore, E. P. Rosamond of Birmingham, G. S. Bryan of Amory, Miss.; J. H. Cranford, W. E. Turnipseed, H. W. Cranford of Jasper. The officers are H. W. Cranford, president; W. L. Martin, vice-president.

#### New Securities.

Annapolis, Md.—Preliminary steps are reported to have been taken by the city council toward holding an election to decide the question of issuing \$25,000 of municipal improvement bonds.

Ardmore, I. T.—The city has voted to issue \$120,000 of 5 per cent. 20-year school, water and sewer bonds.

Atoka, I. T.—Bids will be received at any time by the committee on bonds for \$30,000 of 5 per cent. 20-year water-works and sewer bonds.

Bay City, Texas.—The assistant attorney-general has approved \$1995 of 4 per cent. 10-20-year Matagorda county bridge-repair bonds.

Bells, Texas.—On May 5 an election is to be held to vote on the question of issuing \$12,000 of brick school-building bonds.

Belton, Mo.—An issue of \$7000 of 5 per cent. City Hall bonds is reported to have been registered by the State auditor.

Big Stone Gap, Va.—The Interstate Finance & Trust Co. of Big Stone Gap is said to have recently purchased \$20,000 of 5 per cent. reservoir and bridge bonds.

Boydton, Va.—An issue of \$1600 of 6 per cent. town-hall bonds is reported to have been authorized by the town council.

Cairo, Ga.—The city has voted in favor of issuing \$10,000 of water-works bonds.

Cape Girardeau, Mo.—The city recently voted in favor of issuing \$20,000 of school-building bonds.

Centerville, Md.—The legislature has authorized an issue of refunding bonds.

Clarksville, Texas.—An issue of \$2660 of 5 per cent. 10-year Red River county bridge-repair bonds has been approved.

Columbia, Mo.—Bids are now being received by J. S. Bicknell, city clerk, for the \$30,000 of water-works and electric-light bonds voted in March.

Cordele, Ga.—Crisp county is reported to be considering the question of issuing \$75,000 of courthouse bonds.

Corpus Christi, Texas.—Nueces county has voted to issue bonds to build a bridge across the Nueces river to connect Nueces and San Patricio counties.

Crisfield, Md.—The legislature has authorized an issue of bonds.

Dallas, Texas.—An ordinance has been passed by the city council, it is reported, authorizing an issue of \$17,500 of District 4 paving bonds.

Dawson, Ga.—The city has voted to issue \$35,000 of 5 per cent. sewerage bonds.

Denton, Md.—The legislature has authorized Caroline county to issue jail bonds.

Durant, I. T.—The city is reported to have voted in favor of issuing \$15,000 of water extension and \$20,000 of sewer 5 per cent. 30-year bonds.

Elizabeth City, N. C.—The city has voted to issue \$5000 in bonds for presentation to T. G. Skinner. The bonds represent part of the amount expended by Mr. Skinner in purchasing a water-front terminal for the Suffolk & Carolina road.

Fredericktown, Mo.—It is reported that an election will soon be held to decide the question of issuing \$25,000 of school bonds.

Gilmer, Texas.—The city has voted to issue water-works bonds.

Greenwood, Miss.—Seansongood & Mayer of Cincinnati have been awarded, at a premium of \$105.16, the \$20,000 of 5 per cent. refunding school bonds.

Greenwood, Miss.—The city will, it is reported, issue \$40,000 of 4 per cent. 20-

year municipal improvement bonds as follows: \$12,000 to wipe out floating debt, \$10,000 light and water bonds, \$8000 for streets and \$10,000 for school building. It is stated that the bonds are to be sold in May.

Hyattsville, Md.—Bids will be received until 5 P. M. April 24 by W. H. Richardson, town treasurer, for \$12,000 of 5 per cent. 30-year electric-light bonds.

Jackson, Miss.—A bill is reported before the legislature providing for an issue of \$1,200,000 of 4 per cent. State bonds, \$800,000 to mature in 10 years and \$400,000 in 20 years, the first amount to be issued as soon as practicable.

Joplin, Mo.—The Joplin National Bank is reported to have been awarded at par \$5000 of 4 per cent. 5-20-year refunding bonds.

Karnes City, Texas.—Karnes county has voted in favor of issuing \$7500 of bridge bonds.

Knoxville, Tenn.—Bids will be received until noon May 1 by John A. McMillan, city comptroller, for \$750,000 of 4 per cent. 40-year water-works bonds.

Lees Summit, Mo.—The MANUFACTURERS' RECORD is informed that the election to decide the question of issuing \$5000 of City Hall bonds failed to carry. A. C. Miller is city clerk.

Liberty, Miss.—The \$10,000 of 5 per cent. 20-year school bonds have been purchased by O. P. Mahan & Co. of Jackson, Miss.

Lockhart, Texas.—On May 5 an election is to be held to decide the question of issuing \$15,000 of school bonds.

Lockhart, Texas.—The MANUFACTURERS' RECORD is informed that on May 8 an election is to be held to decide the question of issuing \$15,000 of school bonds. E. M. Storey is mayor.

Madisonville, Ky.—The Independent Telephone Co. of Kentucky is said to have filed a deed of trust for \$5,000,000 to the Columbia Finance & Trust Co. of Louisville to secure an issue of bonds.

Maysville, Ky.—The city council is reported to have instructed the mayor to prepare bonds for construction of new brick streets.

Miami, Fla.—An election is to be held May 22 to decide the question of issuing \$30,000 of sewer, \$20,000 of street improvement, \$20,000 of City Hall building, \$15,000 of fire department and \$15,000 of park and promenade bonds.

Meridian, Miss.—The city has been authorized by the legislature to issue \$125,000 of bonds for water-works. This is in addition to the \$150,000 of bonds recently issued for the same purpose.

Midville, Ga.—The city has voted to issue \$5000 of school-building bonds.

Milan, Mo.—An election is to be held April 24 to decide the question of issuing \$75,000 of Sullivan county courthouse bonds.

Mooresville, N. C.—An election is to be held April 17 to decide the question of issuing \$10,000 of school-building bonds.

Natchez, Miss.—It is reported that bids will be received by the clerk of the board of supervisors until May 7 for \$92,000 of 4 per cent. Adams county refunding bonds.

Paris, Mo.—The city has voted to issue \$20,000 of school-building bonds.

New Iberia, La.—An ordinance has been passed, it is reported, authorizing an issue of \$15,000 of bonds to enlarge and repair schools.

Norfolk, Va.—The city has voted in favor of issuing municipal improvement bonds.

Petersburg, Va.—Bids are reported being asked for \$75,000 of 4 per cent. 40-year water, paving and sewer bonds.

Pocomoke City, Md.—The legislature has granted authority to the city to issue \$10,000 of City Hall bonds.

Portsmouth, Va.—Bids will be received at the Norfolk county treasurer's office until noon April 28 for \$40,000 of 4 per cent. 15-year school bonds issued by Western Branch District School Board No. 1. R. Lee Parker is clerk of the board.

Portsmouth, Va.—Bids will be received by L. P. Slater, city clerk, until noon April 20 for \$160,000 sewer, school and street bonds.

Rockmart, Ga.—The Robinson-Humphrey Company of Atlanta is reported to have purchased the \$6000 of 5 per cent. 1-20-year electric-light bonds.

Runge, Texas.—Karnes county is reported to have voted in favor of issuing \$7500 of bridge bonds.

Salem, N. C.—It is reported that an election is to be held June 26 to vote on the question of issuing \$125,000 of water-works bonds.

Selma, Ala.—Bids will be received until noon May 14 by B. F. Taler, city clerk, for \$150,000 of 5 per cent. 3-20-year water-works bonds.

Shawnee, O. T.—Bids will be received by T. A. Butler, clerk board of education, until 8 P. M. May 7 for \$15,000 of 6 per cent. school bonds. W. S. Baker is chairman of the board.

Sistersville, W. Va.—Bids will be received until 10 A. M. May 1 for \$30,000 of 5 per cent. 5-15-year school-building bonds. J. Fred Neill is secretary board of education.

St. Joseph, Mo.—It is reported that the election held April 3 to decide the question of issuing \$250,000 of school bonds failed to carry.

Tahlequah, I. T.—The city has voted in favor of issuing \$25,000 of 20-year water-works bonds.

Temple, Texas.—Reports state that the election held April 4 to vote on the question of issuing \$25,000 of school-improvement bonds has been declared illegal, and that another election will soon be held.

Thomasville, Ga.—The city has voted to issue \$25,000 of 4½ per cent. sewer bonds.

Tryon, N. C.—An election is to be held May 8 to vote on the question of issuing \$8000 of 20-year street bonds, interest not to exceed 6 per cent. E. E. Missildine is mayor, and J. B. Hester clerk board commissioners.

Tuskegee, Ala.—Messrs. Otto Marx & Co. of Birmingham are said to have been recently awarded \$50,000 of 4½ per cent. 50-year Macon county courthouse bonds.

Uvalde, Texas.—Uvalde county is reported to be considering the question of issuing bonds.

Vienna, Ga.—The city has voted to issue \$20,000 of 5 per cent. water bonds.

Waxahachie, Texas.—The assistant attorney-general has approved \$78,000 of 4 per cent. Ellis county courthouse refunding bonds.

Weatherford, Texas.—Bids will be received by G. M. Bowie, president Weatherford Cotton Mills, until May 14 for \$25,000 of 8 per cent. 5-10-year first mortgage bonds.

Wills Point, Texas.—The assistant attorney-general has approved \$1950 of 5 per cent. 10-20-year school-repair bonds.

Yazoo City, Miss.—The city proposes holding an election to vote on the proposition of issuing \$50,000 of bonds for the construction and equipment of an electric street railway line there.

Yazoo City, Miss.—Messrs. F. A. Fuller & Co. of Cleveland are reported to have been awarded at a premium of \$1300 the \$25,000 of 5 per cent. city hall and fire department building bonds.

#### Financial Notes.

Group 2 of the Georgia Bankers' Association will meet at Augusta, Ga., April 24.

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The Bank of Madison at Madison, N. C., is reported to have added \$10,000 to its capital stock.

The funded indebtedness of El Paso county, Texas, is reported to have been reduced to \$75,000.

Press reports state that Tennessee will probably retire \$1,000,000 of its bonds during the present year.

The trustees of the water-works at Seguin, Texas, are reported to have paid off \$4000 of the bonded debt on the plant.

The Farmers and Merchants' State Bank of Temple, Texas, is reported to have increased its capital from \$15,000 to \$25,000.

The Citizens' Bank of Rome, Ga., is said to have increased its capital from \$50,000 to \$100,000. Sproull Fouché is president.

It is stated that the conversion of the Bank of Hastings, O. T., into the National Bank of Hastings, with \$25,000 capital, has been approved.

It is reported that steps have been taken to convert the Citizens' Bank of Gravette, Ark., into a national institution to be known as the First National Bank of Gravette.

[For Additional Financial News, See Page 38.]



